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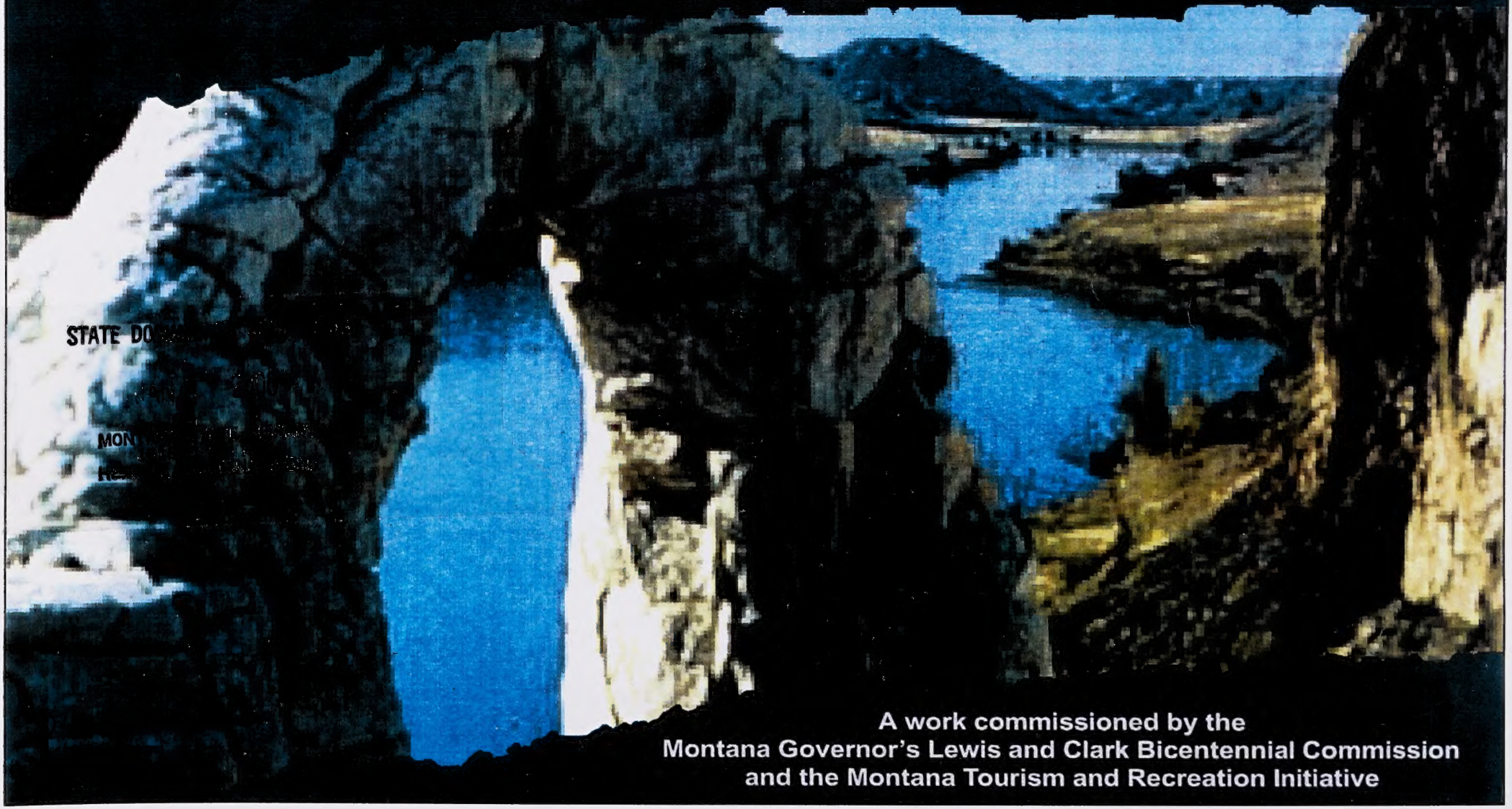
Lewis & Clark in Montana

Interpretive Sign Strategy

A Lasting Legacy



A work commissioned by the
Montana Governor's Lewis and Clark Bicentennial Commission
and the Montana Tourism and Recreation Initiative

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Montana Power Company

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Introduction: Tracing the story across the landscape

"I had scarcely ascended the hills before I discovered to my left at a distance of a mile an assemblage of about 30 horses, I halted and used my spye glass by the help of which I discovered several indians on the top of an eminence who appeared to be looking down toward the river I presumed at Drewer... this was a very unpleasant sight, however I resolved to make the best of our situation and to approach them in a friendly manner... about this time they discovered us and appeared to run about in a very confused manner as if much allarmed..."

photo of Marias River...

When Captain Lewis climbed over the bluffs of the Marias River Canyon on July 26, 1806, he was stunned to see a group of people – young Piegan warriors – looking down at the rest of his party below. The Indians were equally startled when they looked behind them and saw the figure of Lewis approaching with American flag flying. The Corps of Discovery was a band of daring adventurers mapping the newly expanded nation, sojourners in a world they passed through but little understood.

What a great story! A tiny troop of explorers traveling through a vast and foreign countryside, applying their best technology and unbelievable grit to assess and traverse a land they could barely comprehend. The adventures of Lewis & Clark and their encounters in Indian country are retold over and over — in the landscape, in the journals, in the oral histories of the Native people whose ancestors they met, and in the imaginations of all who love stories of the West.

As Montana anticipates the Lewis and Clark Bicentennial, public agencies, communities and private organizations eagerly prepare for visitors to Montana. What should we be doing? Are we starting early enough? Who should be responsible for what? Where do we need to coordinate?

How can we encourage community participation and creativity, and yet produce a cohesive statewide interpretive program for the thousands of visitors who will stream to Montana for the Bicentennial commemoration events during 2005 and 2006 and beyond?

Creating a unified strategy

The Interpretive Sign Strategy proposes a unified structure, style and look for interpretive signs along Lewis and Clark trails, while encouraging creativity and individuality appropriate to each site and each different story.

The Lewis and Clark Bicentennial Commission and the Montana Tourism and Recreation Initiative (MTRI), a coalition of 18 federal and state agencies in Montana, with additional participation from the Montana Power Company, have joined forces to maximize efficiency and reduce duplication as different agencies and communities prepare for the Lewis and Clark Bicentennial. The Montana Lewis and Clark Interpretive Sign Strategy is one result of these efforts.

Though Montanans are creating many kinds of programs, events and promotional efforts for the Lewis and Clark Bicentennial, the Strategy primarily focuses on signage. It also provides information on building vista houses, and other travel information.

Interpretive signs have long been a popular source of information and inspiration along Montana highways, backroads and trails. People like the existing signs, and they want more: signs in the right places, signs that look good, and signs that tell interesting stories. But people also don't want to see the landscape of Montana cluttered with too many signs or signs that contain insensitive stereotypes and historical errors. Good planning is essential.

This Interpretive Sign Strategy along with the Appendices contains almost 400 pages of information and detailed design guidelines that will help communities, organizations and agencies produce high-quality interpretation along the Lewis and Clark trails that illuminate the importance of each special site, and that fits within a cohesive overall plan for Montana's Lewis and Clark interpretation. The Design guidelines will help build a statewide network of signs and structures that meet these objectives:

- are consistent enough to be identifiable by visitors
- are visually pleasing
- place Lewis and Clark in a bigger, more complex context
- emphasize natural settings
- reinforce cultural (Native American) history

They also are helpful to those renewing or refurbishing existing signs.

The Interpretive Sign Strategy package comes in two parts: the Interpretive Sign Strategy, and a series of Appendices. Both are available in print and on CD-ROM. The Interpretive Sign Strategy provides an overview of how to create effective interpretive signage with references to the Appendices that contain more detailed information on each topic.

Why follow the Interpretive Strategy?

If you and your community, organization or agency are planning to revise, reconstruct or create new interpretive signs along the Lewis and Clark trail in Montana, this Interpretive Strategy can help. By following these recommendations, you can be a part of building a statewide interpretive legacy for generations to come. Also, if your project complies with these formats, and if it qualifies, it may be eligible for some funding support. For more information about funding options, refer to the Compliance Guidelines on the last page in this Sign Strategy.

Studying Montana's rich interpretive legacy

What kind of interpretive signs already exist in Montana? What do they look like, what do they say, and what do people like and not like about them?

The Interpretive Strategy team recruited Heritage Design, a Washington-based group of interpretive specialists, to look at all the existing interpretative signs across the state and develop a Montana Lewis and Clark Interpretive Sign Strategy. The Heritage Design folks drove more than 16,000 miles to look at as many Lewis and Clark-related signs as they could, and assessed what they saw. They looked for gaps in the Lewis and Clark story needing to be told and came up with a list of suggested themes you might consider as you create your sign.

FOR MORE INFORMATION:

A complete report of the inventory of Montana's interpretive signs, including locations, type of sign and content, appears in Appendix II, pages 50 through 174.

When the team drove across Montana, they found a rich system of interpretive signs that provide a good foundation on which to build. Many sites are well managed and in good repair, but many of them could use some maintenance work. The team recommended that sign sponsors place a high priority on performing needed maintenance of existing interpretive signs and facilities by 2003.

Montana enjoys a broad mix of interpretive signs, monuments, wayside exhibits and historic markers. You can find bronze plaques mounted on stone from the 1920s, and the simple location markers that the U.S. Forest Service installed along the expedition trail in the 1930s. Most common along highways — the hallmark of interpretation in Montana — are the text panels carved into timber and hung from beams mounted on rockwork bases, designed by Robert Fletcher in the 1930s. Rest stops, pullouts and trailhead signs all present a varied field of physical designs emphasizing different parts of the Lewis and Clark story.

In some places, the story unfolds in a way that might have been romantic in the early 20th Century, but now may seem culturally insensitive. In other places, the Lewis and Clark theme doesn't relate well to the landscape, or the text leaves holes in the story that might perplex travelers. If you want to know how the signs in your area were evaluated, and how new signs might solve some specific problems, you will find the Inventory section (Appendix II) quite interesting.

The statewide interpretive story of Lewis and Clark is a valuable resource to treasure and maintain. The Bicentennial presents a great opportunity for local communities, organizations and agencies to work together to improve and add to Montana's historical legacy.

How can interpretation be improved?

The Heritage Design team identified some specific areas where they recommended improvements or expansion to Montana's Lewis and Clark interpretation. Please keep these suggestions in mind as you plan your interpretive project:

Create more interpretation from the Indian point of view.
While existing signs do a good job of pointing out where the Lewis and Clark Expedition camped and where they said or did interesting things, the rich heritage of Montana Indian tribes, their cultures, interactions with Lewis and Clark and subsequent history is not told in many places. Tribes should be involved in every stage of planning and design. Interpretation should include the Indian perspective, and be developed by Indian people, wherever possible.

Emphasize expansive landscapes that still look like they did when Lewis and Clark saw them.
Among Montana's truly unique resources are those landscapes rich in botanical and wildlife populations that remain much as they were 200 years ago. These sites are not interpreted fully in many areas, and they offer great opportunities to tie Lewis and Clark history together with contemporary natural resource conservation.

New signs might incorporate journal entries, tribal oral histories and contemporary science to create better understanding of how these landscapes continue to evolve. Together, these sites would constitute a Montana natural history outdoor museum stretching across the state.

Make an effort to coordinate Lewis and Clark interpretation with those in surrounding areas.
How can your project tie in, enhance, or expand the interpretation of your whole area? Currently, each public land agency has its own style of sign design and base, with content that frequently overlaps. New signs should be designed to provide some visual consistency, and to present a cohesive story to people driving across the state.

Orient the traveler in the landscape.
Maps, illustrations, photographs and drawings help visitors get a better idea of where they are in relation to Lewis and Clark's footsteps, or what part of their journey is represented. Maps help characterize the landscape and connect the visitor to the

THE GOAL OF THIS STRATEGY:

To create a uniquely Montana approach and look that will leave a lasting legacy in the interpretation of the Lewis and Clark story.

The approach: a broader landscape-oriented approach to interpretation incorporating both natural and cultural themes related to the Lewis and Clark story.

The Look: A 1930s color scheme and font style for signage set in "timeless" rustic, Federalist style, stone and timber structures.

The Legacy: preservation and emphasis of the landscape through interpretations which enhance the setting and showcase segments of preserved landscape.

land and the story. Many existing signs do not use visual tools enough.

These are simple ways to improve and refine Montana's interpretive tradition. All it takes is planning, energy, imagination and commitment. The same ingredients, in fact, that were required of Lewis and Clark.

In the next few pages, we'll walk through the process of developing your sign concept, identifying the best storyline for your site, telling the story, incorporating the design elements that will give it a unified, striking look, and getting your signs produced and constructed. We'll provide guidelines for colors, design elements, layout, and materials, and we'll present standards for placement of your interpretive signs in the landscape to be most responsive to the way people travel and experience the story. The Interpretive Sign Strategy also provides additional references, contacts, specific pages to refer to in the Appendices, and where to go for help when you get stuck.

Complying with the Strategy

With statewide use of this Interpretive Sign Strategy, Montana hopes to build a lasting legacy that will weave the Lewis and Clark threads together across our state. The following requirements are designed to allow enough flexibility for each individual story, while ensuring quality control for product excellence and visual consistency.

Interpretive Strategy Compliance Requirements

In order to ensure that your interpretive site complies with the state strategy, at least one interpretive sign must include the following design elements:

- Use of the colored header/banner across the top of the sign
  The regional identifier in placement specified
- Use of one of the three color combination choices recommended with the main title placed in the header as specified
- L&C logo placed in the recommended position in the upper right hand corner
- Documented landowner/land management review and approval as appropriate
- Use of agency or other credit logos placed at the bottom of sign as appropriate

Effective public interpretation requires careful choice of theme and wording. The Montana Lewis and Clark Bicentennial Commission wants to encourage and promote interpretive projects that portray accurate and inclusive messages regarding the complete picture of Lewis and Clark in Montana. To facilitate achieving that goal, all interpretive signage produced with funding that includes money provided by the Montana Lewis and Clark Bicentennial Commission will be subject to design and content review prior to manufacture. The Montana Historical Society staff is ready to advise and/or assist you in selecting themes and stories you wish to tell, in researching your selections and/or in writing your interpretive text. If grant applicants wish to pursue researching and writing their interpretive material independently, we recommend that they discuss their themes/story choices with MHS staff before they begin. Final interpretive material must be submitted for approval to ensure accuracy of information, effective presentation and correct grammatical usage.

Special Requests for Compliance:

If an applicant is proposing a signage design that does not include the required elements as outlined in these Compliance Requirements (for example, a well designed sign that preceded the Lewis and Clark Interpretive Strategy), the applicant is asked to submit a written "request for approval" outlining why the proposed sign(s) should be viewed as "In-Compliance." Special requests for compliance will be reviewed and considered on a case-by-case basis.

Chapter One: Project Planning

"History illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity."

— Cicero

Place or story first?

Every good interpretive project begins with a place that has a story. Most interpretive projects begin with an available place to install a sign or marker — perhaps you already know where your interpretive project will be set. The bigger challenge will probably be deciding which story to tell about the place you have selected, and how to tell it in a way that brings your story alive to visitors. Here are the ingredients you'll need:

- a place that has a story
- a good story to tell
- an appropriate venue (interpretive sign marker, vista house, etc.)
- a great design
- an appropriate spot for the sign
- a good team to put it all together

The team you will need probably includes a writer, a graphic designer, someone to install the finished product, a small group of people to contribute help and ideas, and a team leader to administer the project. Many projects involve an illustrator, historian, landscape architect and civil engineer. There are people and agencies across the state who can give you invaluable help, guidance, references and information, so be sure to include them in your project. A list of people you can contact appears on page 39.

You should place new interpretive signs where they'll be accessible and make sense to people traveling through the landscape. You may have to remove or relocate an existing sign if it is not effective in its present setting, or if it duplicates a part of the story told elsewhere.

Whom are you trying to reach?

Plan for four different types of traveler:

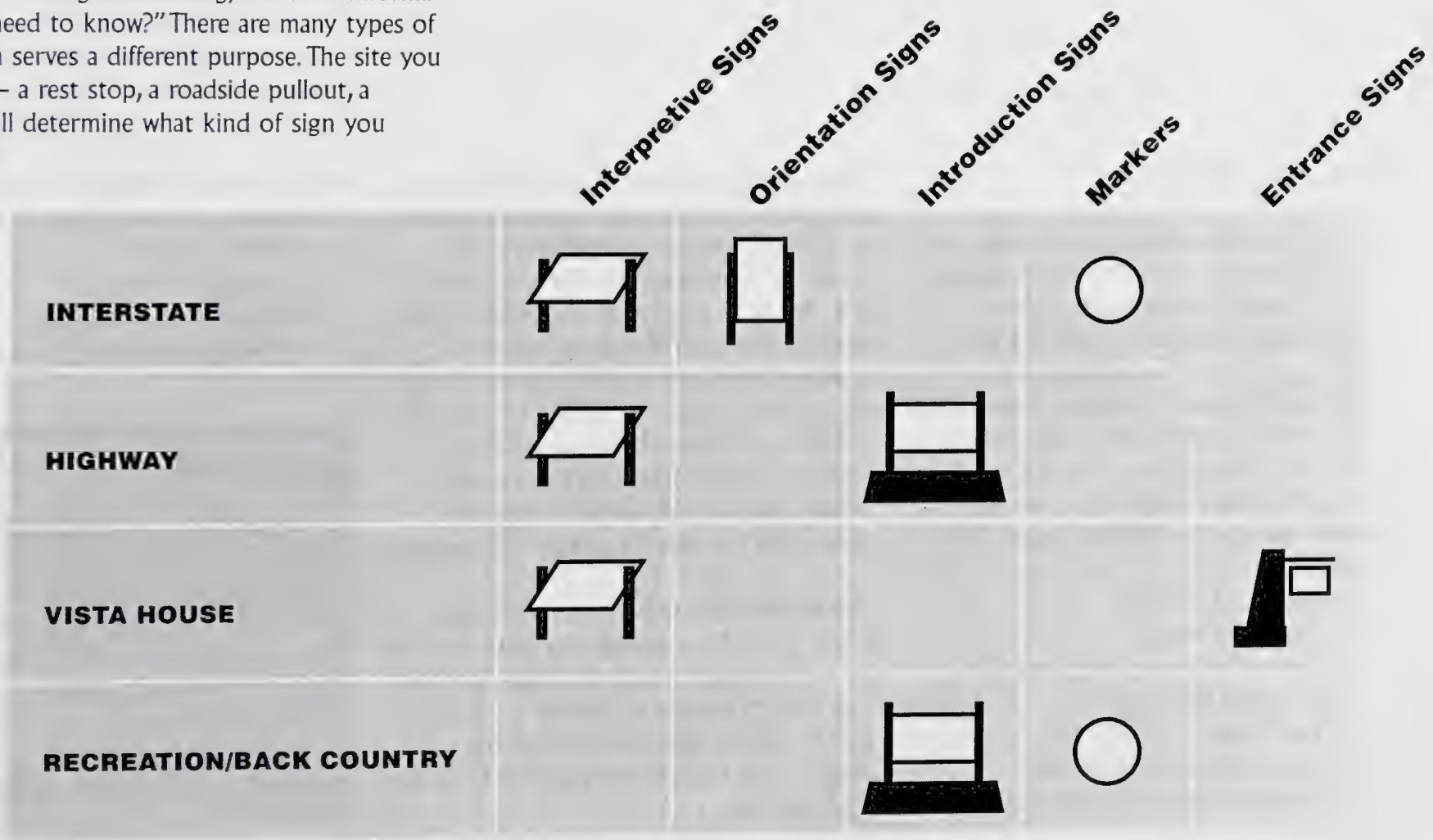
- Interstate travelers
- Excursion travelers
- Lewis and Clark enthusiasts
- Recreational visitors

WHOM SHOULD YOU ASK?

The Montana Department of Transportation (MDT) has developed guidelines to ensure safe access and use of interpretive sites along MDT right-of-ways (highways, interstates and rest areas). They also may have regulations governing where you can and can't erect signs. For information regarding the MDT's guidelines, contact the Historical Highway Marker Coordinator at (406) 444-6258.

Match the interpretation to the site

The first step in deciding which type of sign to use is to ask, "Who is the sign addressing, and what information do they need to know?" There are many types of signs, and each serves a different purpose. The site you have chosen — a rest stop, a roadside pullout, a trailhead — will determine what kind of sign you should put up.



Along Interstates

Along the Interstate, travelers' only opportunities to stop and read interpretive signs are at rest stops or at certain exits. Each interpretive installation along the Interstate should be designed and written as though it were the only Lewis and Clark interpretation that might be seen by any particular traveler.

At rest stops, interpretive installations should generally be placed separate from the restrooms and trash cans, should be attractively landscaped, and should draw visitors to stretch their legs and get a sense of the scenery. Structures should be built of native materials and landscaped with indigenous vegetation, providing a sense of place and reflecting the geography of the area.

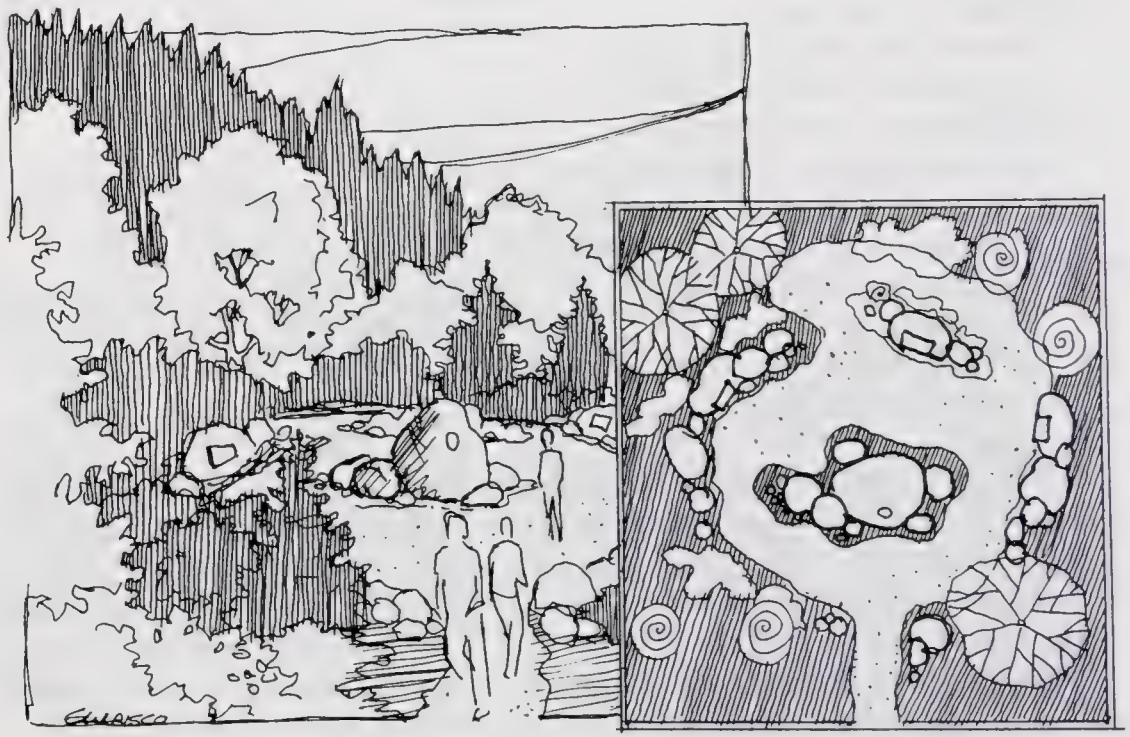
Interstate exits leading to other highways and byways can be great locations for interpretive installations. Here, you might build a simple pullout with accompanying interpretive installation that includes maps and other types of signs to inform travelers of byways, backroads, vista houses and recreational opportunities in the area.

FOR MORE INFORMATION:

For a list of good locations for Interstate interpretation, see Appendix IV , page 188.

Elements of signs along Interstates are:

- Marker set into boulder to serve as the introduction to the site.
- Orientation Sign
- Interpretive Sign(s)
- Walkway leading to landscaped interpretive area.
- Boulder placement as backdrop and sign mounts
- Natural vegetation landscape

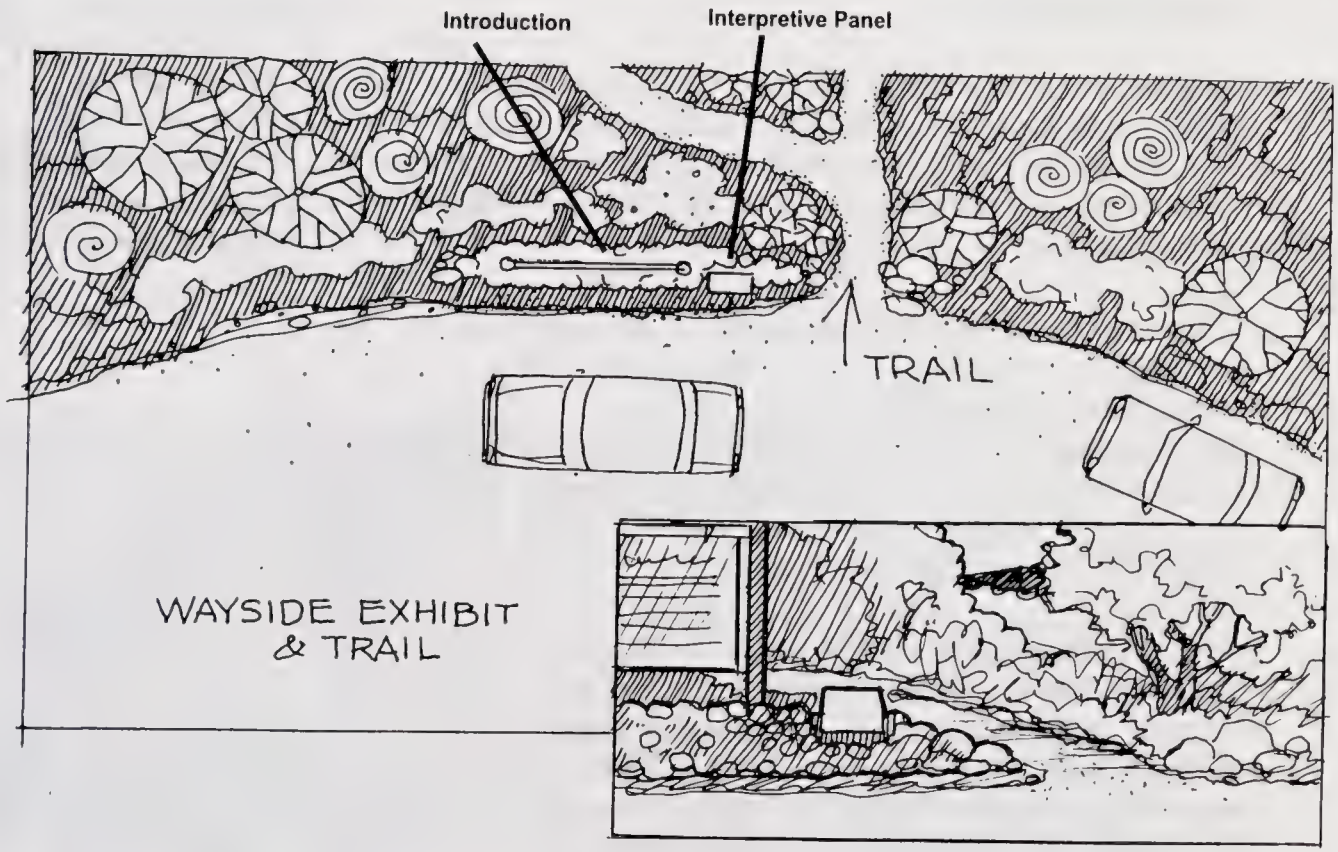


Beside the highway

People travel along highways at a more leisurely pace than along Interstates. Highways offer more opportunities for travelers to get out, follow trails, and enjoy interpretive installations in greater depth than the Interstate offers.

A good highway interpretation site includes four elements:

- An attractive, interesting setting
- Safe access off and on the roadway and parking area for several vehicles
- Approach Signs and Introduction panel
- At least one focal roadside interpretive installation set in a rustic structure of stone or timber & landscaped with local vegetation
- A walking trail or other opportunity to experience the landscape



Much of Montana's highway interpretation has a unique 1930s flavor that should be preserved as part of the historic legacy of Montana. Several of these interpretive signs could be moved farther off the highway and combined with fishing access sites or trailheads. Many also could be enhanced with location information and an expanded story line.

What happened here during the Lewis and Clark expedition? How can weaving the Lewis and Clark story into the interpretive content enhance visitors' experience of this place?

FOR MORE INFORMATION:

For a list of good locations for highway interpretation, see Appendix IV , page 189.

Vista houses

Vista houses are open-air shelters offering windows to view a landscape that still looks the way it did when Lewis and Clark saw it. Vista houses contain interpretive signs with information appropriate to the landscape, and a bench inviting the visitor to rest and reflect.

Elements of a good vista house are:

- Entrance sign
- Parking for several vehicles
- Pathway leading to the structure
- Structure built with local rock and timbers
- Flagstone floor inside
- Artistic detail in metal, iron and rock
- Interpretive signage
- Landscape identifier
- A bench inside the structure
- Landscaped with local, native vegetation

FOR MORE INFORMATION:

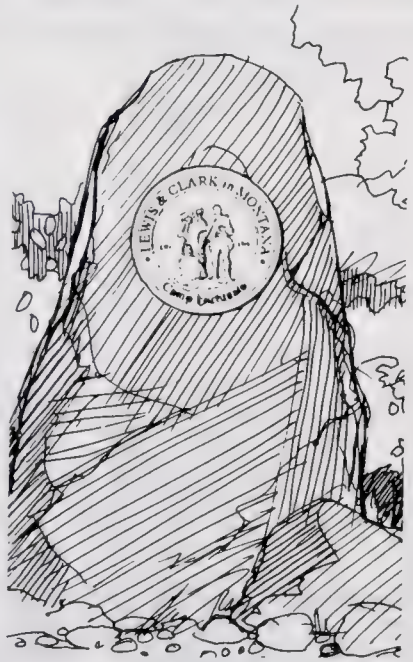
For a list of good locations for vista houses, see Appendix IV, page 190.

The vastness of the Montana landscape makes it uniquely appropriate for the placement of these 'windows' into the world where Lewis and Clark traveled. Rustic yet elegant, these structures are a part of the landscape, designed to be a unique reflection of the land from which they draw their inspiration. Vista houses also create a great opportunity for local service groups, vocational training classes and craftsmen to work together on a community project that will be a part of Montana's interpretive heritage.

Backroads

Some segments of the Lewis and Clark trail can only be reached by primitive or dirt roads. Here, the landscape is the focus and the journey as important as the stops. Interpretation is low key and unobtrusive, allowing travelers their own discovery experience.

Be sure to check with the appropriate road maintenance, landowner and/or land management agency in the early stages of your planning.



Good backroad interpretation includes three elements:

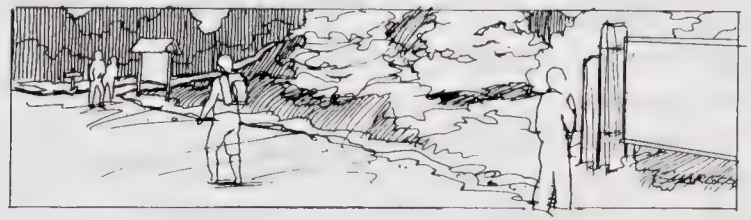
- An introduction panel placed after the turnoff from the paved road
- Caution signs with information about safe use of road
- Markers (can be simple metal plaques mounted on rock) identifying the feature or event you want to highlight here

FOR MORE INFORMATION:

For a list of good locations for backroad interpretation, see Appendix IV , page 191.

Recreation sites

Rivers, horse trails, hiking paths and other undeveloped landscapes will be increasingly rare treasures in Montana in this century. Well-designed, unobtrusive interpretation that identifies and helps preserve these settings and routes will be another valuable and lasting legacy to Montana and the future of tourism in the state.



If you want to install interpretation at recreational sites or along trails, think about these five things:

- Adequate parking
- Introduction Panel should be visible from parking area
- Recreation or trailhead information should be set at a distance from Introduction Panel
- Use markers (metal plaques mounted on rock) as a less obtrusive way to identify a place
- Get permission from the appropriate road maintenance, landowner and/or land management agency in the early stages of your planning.

FOR MORE INFORMATION:

For a list of good locations for recreation site interpretation, see Appendix IV, page 192.

What type of sign?

The site will determine the best type of sign to use. Information that is designed to be read from a vehicle is more effective if placed upright. Information designed to be read at leisure by people on foot is more effective if presented at an angle. Generally, orientation and introduction signs will be upright, and interpretive signs will be angled.

There are four basic types of signs in the interpretive family.

ORIENTATION SIGNS

Orientation Signs help a visitor locate themselves in the state, on the landscape, and in the Lewis and Clark story.

INTRODUCTION PANELS

Introduction Panels welcome visitors to a larger facility with a brief text describing the site and the name of the site.

MARKERS

Markers can introduce or simply identify a site and can be either a low impact site identifier or high profile identifier.

INTERPRETIVE PANEL

Interpretive Signs contain fully developed ideas with graphics and artwork to enhance the visitors experience.

Orientation Signs

Orientation signs help visitors locate themselves in the state, on the landscape, and in the Lewis and Clark story.

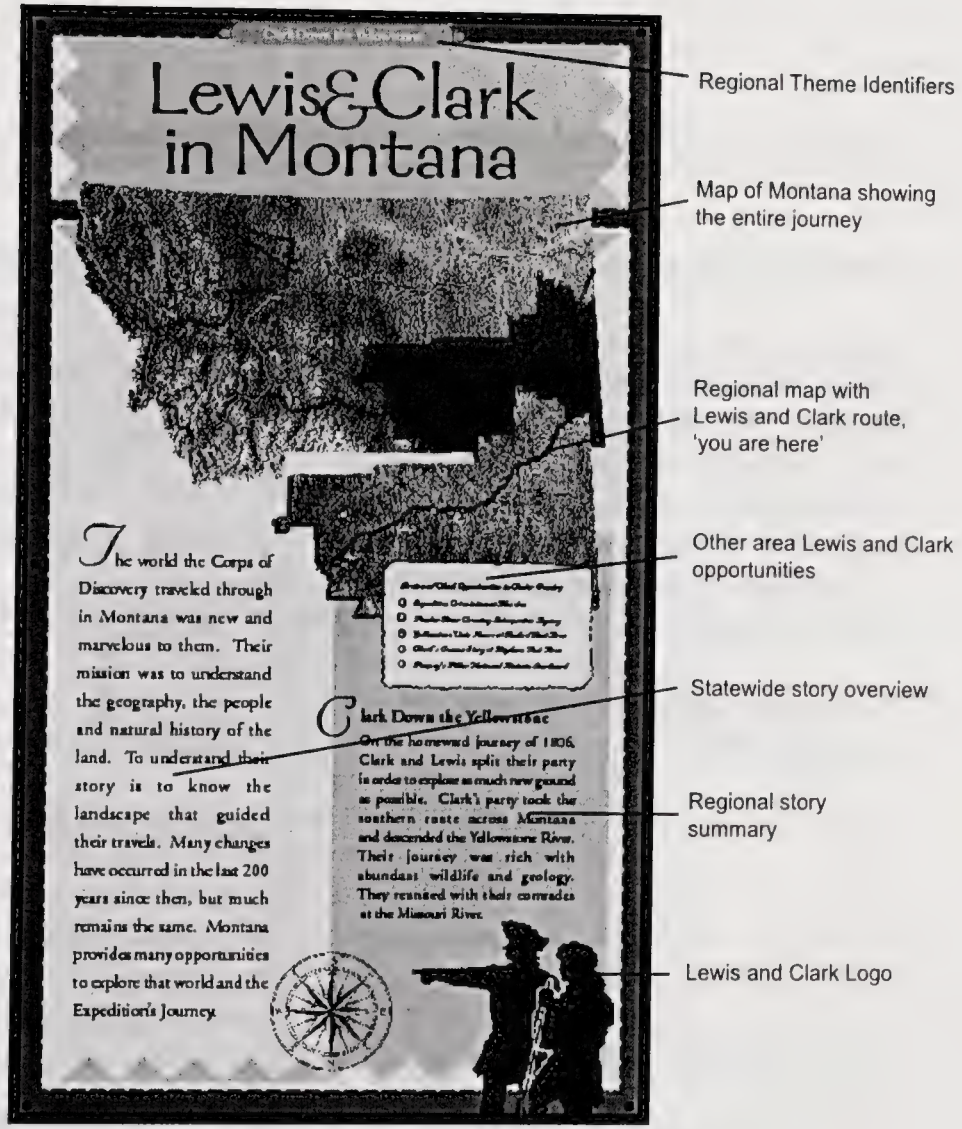
Orientation signs involve visitors in the landscape. Designed to be used at a rest stop, an orientation panel could be adapted to several uses and settings to orient the traveler in the landscape. This type of sign provides an overview of the story, and highlights other opportunities or points of interest in the area. Orientation signs are best placed at Interstate rest stops, on highways, at Chamber of Commerce visitor centers, museums and ranger stations. They can also be produced as brochures or posters.

Orientation signs are appropriate in a location where they may be the only Lewis and Clark interpretation a traveler may see. They contain three levels of information:

- a statewide Expedition overview,
- regional landscape orientation featuring Lewis & Clark opportunities, and
- brief text addressing the Expedition's travels through the surrounding region.

Elements of an Orientation Sign:

- Lewis and Clark in Montana logo
- Regional theme identifier
- Map of Montana showing entire journey
- Statewide story overview
- Regional map with Lewis and Clark route and 'You are here' locator
- Other regional Lewis and Clark opportunities
- Regional story summary



Standardized signs are available

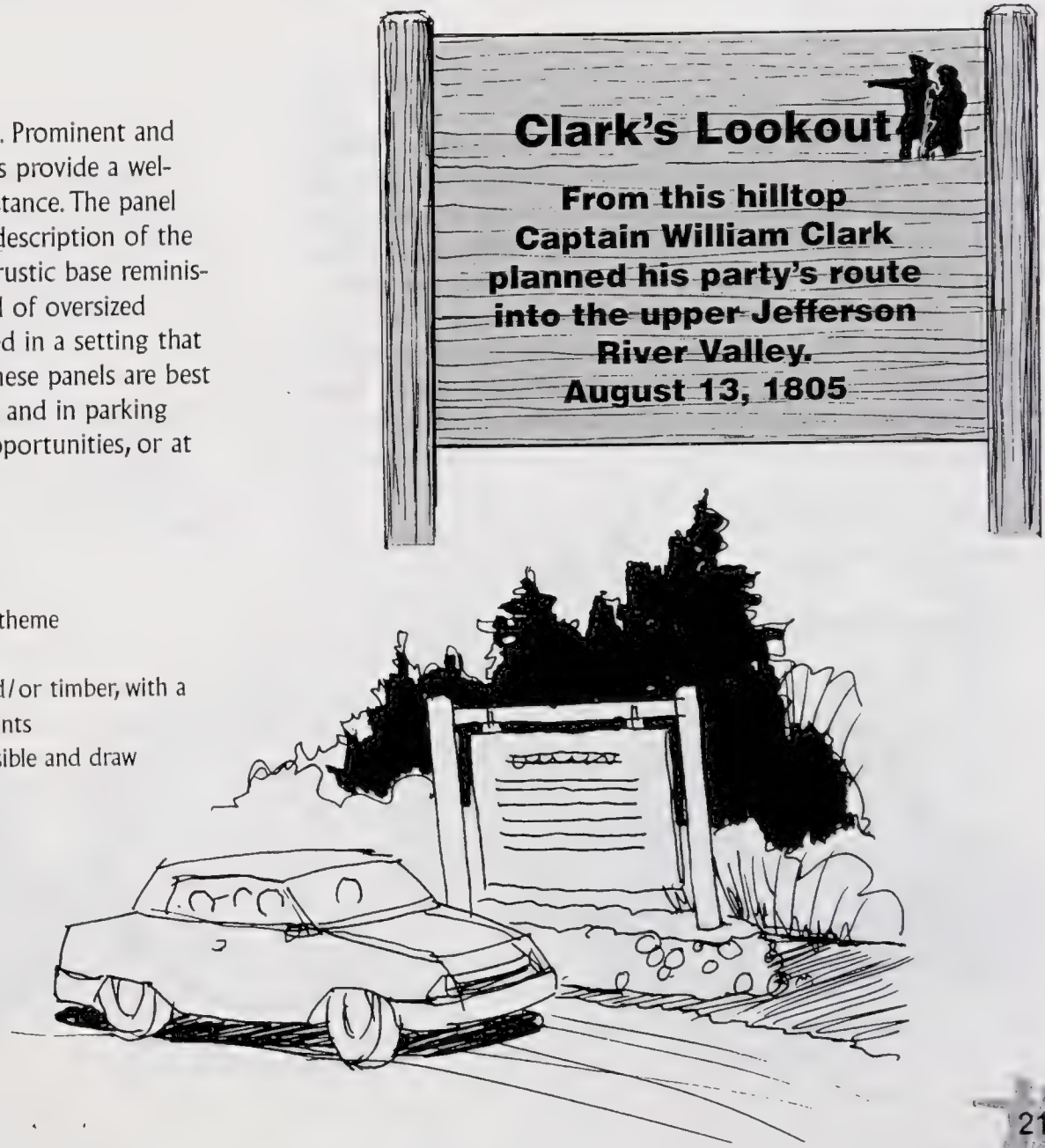
The National Park Service offers a standardized Lewis and Clark Orientation Panel that includes a map and basic history of the Expedition, which you might want to include in your project. The Park Service makes these signs available to agencies and organizations. Contact them in Great Falls at (406) 727-8733, ext. 311.

Introduction Signs

Introduction signs draw visitors from a distance. Prominent and recognizable as cars approach, introduction signs provide a welcome and highly visible identification from a distance. The panel itself contains the name of the site and a brief description of the story at this site. These signs are mounted in a rustic base reminiscent of early Forest Service signage, constructed of oversized timbers with routed wood sign panels and placed in a setting that is landscaped with local rocks and vegetation. These panels are best used at recreation sites, at the entrance to trails and in parking areas adjacent to vista houses or recreational opportunities, or at the entrance to byways.

Elements of an Introduction Sign:

- Routed or painted panel
- Site name and short text with summary of site theme
- Lewis and Clark in Montana logo
- Supported within a rustic style base of rock and/or timber, with a hand-forged look to its iron hardware components
- Mounted high enough off the ground to be visible and draw attention from a vehicle.



Markers

Markers simply identify. Low-impact site markers identify a special site with minimal impact to the setting. Markers are typically used as low-impact site identifiers at trailheads, where the focus is recreation. They are also used as high-profile identifiers at other facilities (rest areas or interpretive installations) in conjunction with other interpretation.

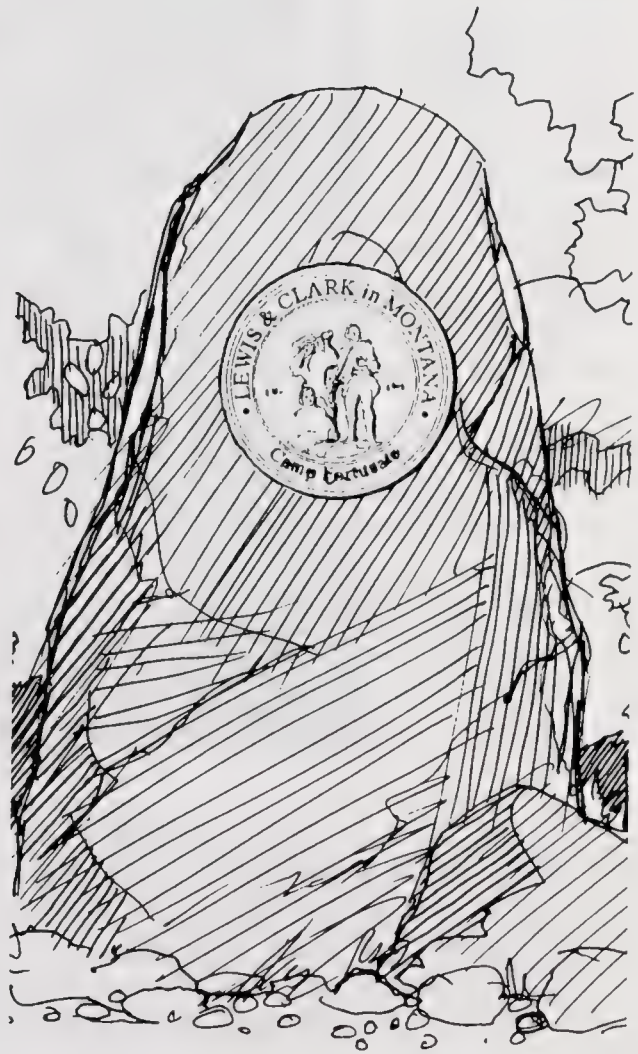
Simple, durable and low maintenance — they usually are cast in bronze or resin, or cut out of metal, and attached to a large stone — markers simply show the name of a place, or identify it as a Lewis and Clark site.

Elements of the Marker:

- Lewis and Clark logo
- Site name
- Constructed of metal (cast or cut-out)

Steel cut-out logo and site name mounted on rock

Cast bronze sculptural logo markers (could be used as a rubbing logo)



Interpretive Signs

Interpretive signs reveal stories behind the landscape. Interpretive panels are most effectively used in places where the visitor is at leisure to appreciate an expanded view of the Lewis and Clark story. These signs can be used in conjunction with Introduction or Orientation panels. Interpretive signs combine provocative text with vivid graphics to tell a story and encourage the visitor to think about the natural surroundings and events that happened here.

Interpretive signs are rich in visual effects, blending color, text and artwork in a pleasing manner. Stories are enhanced with graphics, illustrations and maps. Sidebars often are used to tell a separate but related story, to ask questions, or to present additional information.

Elements of the Interpretive Sign:

- Uses regional theme identifier and L&C logo
- May contain principle and secondary text and graphics
- Blends text and art to create visual interest
- May contain a map to locate you on the landscape and in the journey
- Mounted on a rustic style base of rock and/or timber
- Often used with an Introduction or Orientation sign

Interpretive signs include the most elements, and can be the most complex among the family of signs. The next few chapters will take you through the process of writing, designing and creating your interpretive signs.

Chapter Two: Telling the story

"The chief aim of Interpretation is not instruction, but provocation." — Freeman Tilden

See Lewis and Clark in the whole context

The Lewis and Clark story begins with the journals of the Expedition, but even more fascinating is a look at the bigger world they saw — and did not see. In developing your interpretive signs, look at the land, its natural history, and the people who lived here. Fill in the story the journals leave out: Whose abandoned camps did Lewis and Clark find, and why were they empty? What happened to all the bison they noted? What role did various local plants and animals play in early Plains cultures? What were Tribal names of places for which Lewis and Clark created new names?

You have an opportunity to tell more of the story than the Corps members ever could. You have many more resources at hand than they did. Use them to put visitors in the landscape with Lewis and Clark, and to expand visitors' experience of the landscape beyond what Lewis and Clark were able to see and know.

To explore and prepare good interpretive text, here are the ingredients you'll need:

- local oral histories
- historical narratives, journals, newspaper accounts, photos
- research into the natural history of your location (plants, animals, geologic formations, etc.)
- Tribal and political history of your area

SOME STORIES THAT NEED TELLING:

Where were the people Lewis & Clark didn't see in Eastern Montana?

- Influence of guns and horses on the 18th century tribal expansion
- Tribal trade routes used by Lewis and Clark
- Eastern tribes being displaced and moving onto the plains

What was the bigger political picture?

- Competition between the French and British fur trade
- US expansion, Manifest Destiny
- Active fur trade for over 60 years in Montana
- Well established fur trade under Canadian/British influence
- When Lewis & Clark left Eastern Montana they left the U.S.

Lewis and Clark were the first dinosaur hunters in Montana.

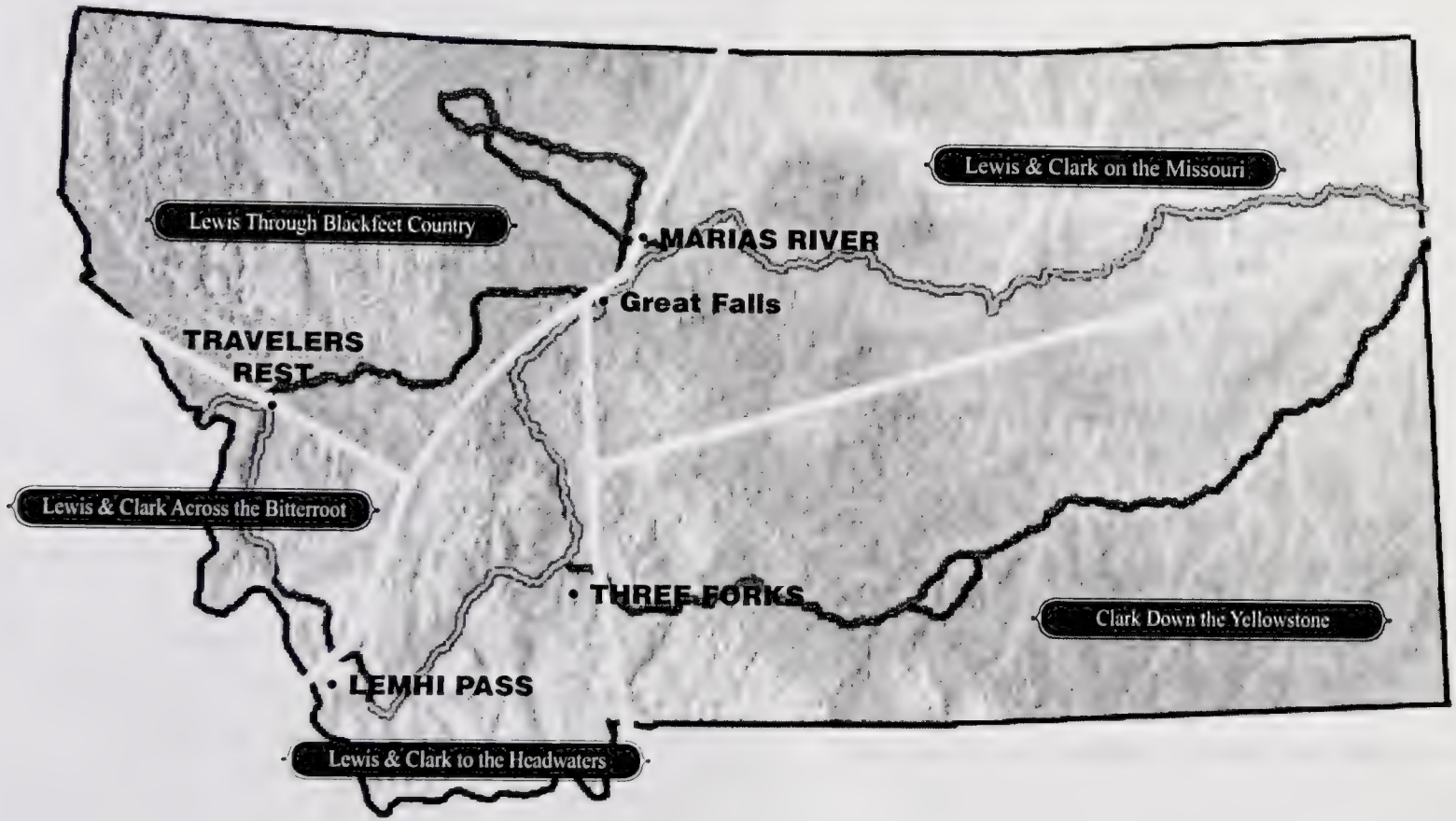
- Their documentation of the last of the Pleistocene megafauna: Bison, Plains Elk, Plains Sheep,
- Description of remnants of Pleistocene environment (grasslands)

The Expedition was a testing ground for new technology.

- Portable, collapsible raft (sank in the Missouri River)
- Air rifle

FOR MORE INFORMATION: For a plethora of potential story development ideas all along the Lewis and Clark trails, see Appendix IV.

Lewis & Clark Regional Theme Identifiers



Developing the story line

Look for stories that haven't yet been told in interpretive signs. Even a well-known landmark, or an oft-retold episode in the journey, presents opportunities for revealing an unexpected twist, or highlighting an overlooked detail. The best interpretation prompts visitors to see the landscape in a new way, and to experience it more deeply, than they would if the sign were not there.

Here are a few guidelines to follow while developing your story line:

Use regional theme identifiers (see map at left).
Lewis and Clark's journeys across Montana can be divided into five regional theme identifiers:

- Lewis & Clark on the Missouri
- Lewis & Clark to the Headwaters
- Lewis & Clark through the Bitterroots
- Lewis in Blackfeet Country
- Clark down the Yellowstone

Like chapter headings, these five regional divisions help visitors identify where your sign fits in the overall story. Where in these five themes does your story fit? The regional theme identifier should appear at the top of your sign (see Chapter Three for placement and format.)

Tell the story from the point of view of all cultures.
Much of the Lewis and Clark story is a tale of misunderstanding or ignorance of the cultures and languages of the people whose land they passed through. Tribal voices can provide clarification to events that puzzled and perplexed the Expedition. This critical tribal perspective can only come from the appropriate tribes themselves.

FOR MORE INFORMATION:

For more information on tribal consultation and getting Native American input, see Appendix I.

Make tribal contacts early

It is important to involve the local Indian tribes early on in your project. If you are not a member of a Montana Indian tribe, start with the contacts listed in Appendix I. These folks will be happy to help you, or can direct you to a tribal member who can provide more information:

Blackfeet
Gros Ventre
Salish
Pend d' Oreille
Crow
Northern Cheyenne
Assiniboine
Kootenai
Sioux
Chippewa-Cree
Shoshone (Idaho)
Nez Perce (Idaho)

Relate the story to the land.
How did the land, the plants, the wildlife — the natural setting — contribute to the story you are telling?

Specify what to look for, and where.
Don't just say, "In front of you lies..." in case the sign is installed at a different angle than you imagine. Say, rather, "Look to the north to see..." Always use directions, rather than simply "left" or "right."

Show, don't tell.
Use art. Relief maps, photos, illustrations, and drawings can tell your story for you. Well done and wisely used, art doubles the impact of your story and reduces the words you need to use. Consider incorporating sculpture, audio messages, and pointing devices to involve more senses.

Make it sing

Once you have developed your story idea, gathered your background information and talked to the sources you need, you're ready to write text for the sign. A few basic rules will help your text sing.

Develop a clear theme, and stick to it.
The theme of your sign is simply the point or message you want to convey. "Lewis and Clark" is not a theme; it's a topic. "Chokecherry can save your life" is a theme. Your headline should convey the theme in a brief, intriguing sentence. Interpretive signs usually contain only one or two main ideas and use maps, illustrations, photos, captions and inset text boxes to elaborate on those ideas.

Identify the results you want.
After you have identified the theme of your signs, specify what you want your readers to know, feel and do after they have read them. Do you want them to know that Sacajewea was a critical member of the Expedition? Do you want them to feel the thrill and wonder an Expedition member felt? Do you want them to look for evidence of a certain geologic event? Make sure every sentence in your text sticks to the know/feel/do statement — the purpose of the sign.

Headlines tell the story.
Some people read every word on every sign they see. Some read only the headlines and the subheads, and look at the pictures. Make sure your theme gets across, even to people who don't read the text, by telling the story in the heads and subheads, filling in details in the text. The graphic design can reinforce your theme.

Don't just inform — provoke.
Good interpretive text uses a few words to draw readers in and provoke them to ask new questions. Rather than simply providing information, set readers up to draw their own conclusions, and leave them with ideas to ponder.

Engage the senses.
Can visitors see or smell the same thing Lewis and Clark did? Can they picnic in the same spot, crest the same hill, or feel the same wind? Draw them in, don't just relate facts.

Use metaphors and comparisons.
Metaphors are shortcuts to understanding. An accurate metaphor or comparison conveys your idea in very few words. It also helps place the reader right into a comparable situation.

Use active verbs; avoid adjectives.
Fire up your text. Active verbs pack more power than strings of elegant, descriptive adjectives. Keep your story meaningful and personal; focus on what the reader needs to know, not necessarily what you like explaining. Try to relate your information to the personal experiences of your reader.

Simplify.
Like poetry, interpretive text illuminates in as few words as possible. Rewrite, omit and focus. Don't try to tell too much. Have patience for the writing process; it sometimes takes many versions to draft the clearest paragraph.

Get help.
Montana is home to a handful of expert interpretive writers. Ask the Montana Historical Society, Montana Fish, Wildlife & Parks, or the National Park Service for good references. Or consult the National Association for Interpretation for members in your area.

Copyright considerations

You can quote from a journal, book or other published work without asking permission as long as you cite the source (author and title) and your quote is 120 words or shorter. If for some reason you want to use a longer quote, you must obtain permission from the publisher.

If you use a direct quote from a journal of the Expedition, you should name the author of the journal and the date of the entry. It is customary, when quoting from Lewis's journals, not to correct his inventive spelling, but to set the journal entry apart from the other sign text visually, so that it is easily identifiable as a journal entry.

Oral histories and Native American stories should be cited properly. If quoted from a book, credit the author, give the title of the book and the date it was published. If you use part of a traditional story that is given or told to you, be sure you get permission of the storyteller. Traditional stories are commonly cited using both Tribal identification and other descriptors and the name of the storyteller. (For example: Napi Story of the Blackfeet Nation, as told by _____.)

GOOD BOOKS TO HELP YOU WRITE

Environmental Interpretation. Written by Sam Ham. Published by North America Press, Golden, CO. 1992.

Interpretation for the 21st Century: Fifteen Guiding Principles. Written by Larry Beck and Ted Cable. Published by Sagamore Publishing, Champaign, IL. 1997.

Interpretation of Cultural and Natural Resources. Written by Douglas Knudsen, Larry Beck and Ted Cable. Published by Venture Publishing, State College, PA. 1995.

Interpreting Historic Sites. Written by William T. Alderson and Shirley Payne Low. Published by the American Association for State and Local History, Nashville, TN. 1976.

Interpreting Our Heritage. Written by Freeman Tilden. Published by The University of North Carolina Press, Chapel Hill, NC. 1957.

Interpretive Master Planning. Written by John Ververka. Published by Falcon Publishing, Helena MT. 1993.

Signs, Trails and Wayside Exhibits, Connecting People and Places. (Interpreter's Handbook series). Written by Trapp, Gross and Zimmerman, Acorn Naturalists.

Chapter Three: Designing the sign

"Art should simplify. That is very nearly the whole of the higher artistic process; finding what conventions of form and what detail one can do without and yet preserve the spirit of the whole."

—Willa Cather

Formats to follow

The MTRI team has developed four interpretive sign templates from which to choose when designing your sign. These templates specify color families, type fonts, a number of design elements, and several different layouts. You can use these templates to design your sign, or instruct your graphic designer to use them as a basic structure from which to build a similar, consistent-looking sign design that fits your specific needs.

The templates are included on the CD, in a PageMaker 6.5 file. These templates were inspired by our Montana heritage — vast landscapes of rich colors, abundant wildlife and a history of varied cultural traditions. The design principles are based on examples found in Montana tourism posters and brochures of the Arts and Crafts style popular in the 1920s and 1930s. They also mirror some of Montana's best rock and timber architecture, seen in the region's national parks and national forests. Together the setting and structure of interpretive projects, the color palette, artwork and sign fonts should all work together to reflect the essence of Montana.

About settings

Minimize impact to the setting.
Since interpretation rarely enhances the natural setting, it should be designed in a way that minimizes its impact. Use rocks and local vegetation to create a graceful transition between the interpretive installation and the surrounding landscape.

Reflect the natural shapes.
The shape of the structure should reflect the natural shapes of the surrounding area. Use informal arrangements of local rocks as sign mounts.

Place the interpretation in the landscape.
Signs set off, but still visible, from the amenities or parking lots help draw visitors out into the landscape.

Surprise subtly.
A plaque on the sidewalk, or a small obelisk can become a surprise element that provokes thought in what may be a mundane setting. Try to give visitors the sense of their own discovery.

About structures

Interpretive structures create context for the message.
They should be built with native materials available at, or visible from, the site, and should blend with the surrounding landscape. Try to incorporate elements of craftsmanship contributed by local artists to enhance your new installation. For inspiration look to the Arts and Crafts school, which highlighted durable examples of fine, artistic craftsmanship with a timeless quality.

Create for the future.
Use stone, iron and wood to create durable, low-maintenance structures. Enhance your structure with details that exhibit craftsmanship and artistic interest. Sculpted sign frames also introduce another artistic element that can reinforce your message in a nonverbal way.

Create a great sign

Follow the templates.
Many agencies have their own recommended guidelines to follow in developing their signs. Within the framework of your agency's guidelines, try to incorporate as many of the template elements as possible. This way, everyone creating Lewis and Clark interpretation across Montana can effectively communicate a look that is readily identifiable as unique to the story of Lewis and Clark in Montana.

A good layout is a map for the eye.
Sign layout is critical to presenting information effectively. A good layout helps the eye find where to go next. It emphasizes the main points, highlights the most important elements, sets off secondary elements, and creates a path that guides the eye through all aspects of the sign.

Fonts give the text a voice.
Choice of typeface is as much an aesthetic design decision as the choice of art. Typesetting all Lewis and Clark interpretation in the same family of type fonts is one effective way to create visual cohesiveness among signs statewide. Please follow the type specifications incorporated into the templates provided in this chapter.

Text is a graphic element.
Use a variety of text weights, colors and background colors to add interest. Wrap text around a graphic element to unify your layout. Odd or fancy type fonts are best for headlines. A simple, serif font is best for text. Generally, it is best to use no more than two fonts in one sign.

Use a graphic designer.
Even if you plan to design and produce the sign yourself, using the templates provided, it is usually a good idea to have a graphic designer produce the finished, camera-ready file. There are many subtleties of good design that the untrained eye can easily miss.

Using color

Color sets the stage for your interpretive message. It can draw the viewer in and create mood for the story. Color is often undervalued in interpretive design, but it is a powerful tool. It can help indicate change of subject within a sign, highlight the importance of certain information, and help make text more readable.

Montana's landscape is rich in warm earth tones. Our recommended color palette features intense hues: Mediterranean yellow,

ochre red, rich earth brown, dark pine green, indigo blue. This same color family appears in 1920s Canadian Immigration posters, Railroad and other tourism posters from the early years of this century. They provide some good examples to illustrate the recommended look.

Color draws the eye.
Consider your color choices carefully. What do you want to emphasize, and what should be in the background? Heavy color saturation makes a bold statement.

Header color should be the same as the Regional Theme Identifier text.
(See "Color Guides to the Regional Theme Identifiers" Appendix V.)

Use background color.
The background of the main body of text might differ from the background used behind a sidebar box. All backgrounds should be light in value, and should contrast greatly from type color for highest readability.

Refer to the PMS guide.
Colors shown on your computer monitor or printer may not match the final printed color, or anyone else's computer monitor. Use this Strategy and the CD as a guideline, but be sure to use the PANTONE® Color Selector to accurately identify colors represented here.

Choosing art

Artwork can be more effective than text in communicating a thought. Often a single image can effectively convey subtleties that would take many words to describe.

Historic artwork provides a window into the past. Maps and sketches from Lewis and Clark's journals lend an air of authenticity to interpretation, and contribute an intimate, personal feel to the information.

No artist accompanied the Corps of Discovery's advance through the West, but there are excellent examples from later in the period by artists who faithfully recorded nature and the landscape, lifestyles of people who lived on the Plains, and early exploration. Though you must adhere to copyright and reproduction restrictions when using most art works, the extra effort is often worth it. These high quality visual elements enrich understanding in an elegant and timeless way.

Use art of high quality and enduring style.
Historic documents, maps and art are an obvious first choice for illustrations. Avoid stylized, trendy illustrations; stick with enduring classics.

Add thematic graphic elements.
You can add a multi-layered effect by using inset graphics, historic portraits, images of Expedition artifacts, and other graphic elements. Be sure they unify and highlight your story, and do not crowd the sign too much.

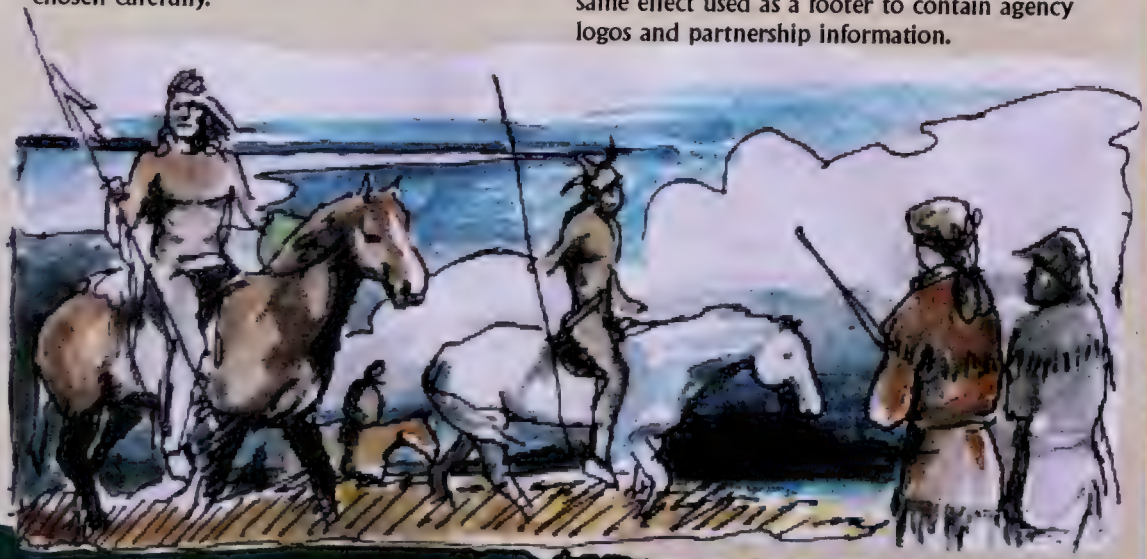
Surprise Encounter

Lewis Through Blackfeet Country

This example of a 36" x 24" Lewis and Clark in Montana interpretive panel uses two alternative type fonts. The principle main text is set in 36 point Albertus regular and the title is set in 96 point Galahad bold. Although alternative fonts may be found for some panels they should be chosen carefully.

This example includes a sidebar with a graphic border containing sidebar information. Sidebars are a good tool to introduce different but related themes to an interpretive panel.

The header is an irregular torn header with the same effect used as a footer to contain agency logos and partnership information.



AGENCY LOGO AGENCY LOGO

Optional sidebar information

Sidebar text should be set in a san serif font to give them a separate editorial voice. This example is set in 24 point Helvetica Regular with 26 points leading.

Since the entire sidebar for this example is 2 grid columns wide the text is set to fit comfortably within the box with at least 3 picas margin on the left side of the text.

Secondary Headings

Sidebar headings and subtitles used here is set in 36 point Helvetica Bold and 24 point Helvetica Heavy to give them sufficient weight to set them apart from the text.

Caption: 24 point Times Roman

Sandstone Citadels

"...Seens of Visionary inchantment..."

Lewis & Clark on the Missouri

View of the Stone Walls, Karl Bodmer

This is an example of a 36" x 24" Lewis and Clark in Montana interpretive panel. The principle main text is set in 36 point Century Schoolbook regular with 48 points leading for easier reading. Set flush left ragged right, 63 picas line length, it takes up 2 grid boxes each 30 picas wide with 3 pica space between each box.

The main title example above is set in 96 and 60 point Century Schoolbook bold and rests on the uppermost row of grid boxes. Each line of the heading is flush left of the first column providing ample room for the Lewis and Clark Regional Theme Identifier and logo on the left.

AGENCY LOGO

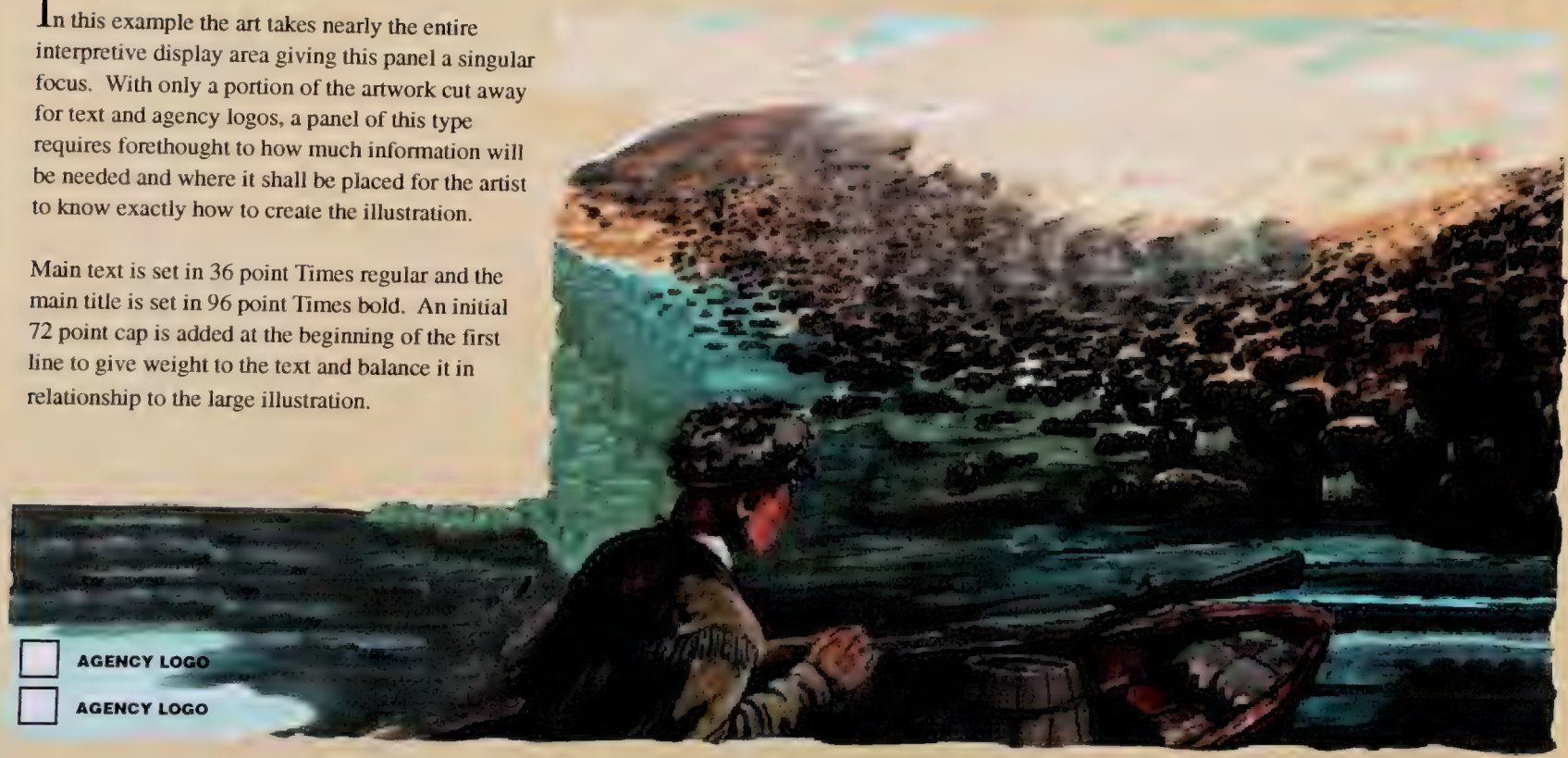
AGENCY LOGO

Paddling through a Sea of Bison

Clark Down the Yellowstone

In this example the art takes nearly the entire interpretive display area giving this panel a singular focus. With only a portion of the artwork cut away for text and agency logos, a panel of this type requires forethought to how much information will be needed and where it shall be placed for the artist to know exactly how to create the illustration.

Main text is set in 36 point Times regular and the main title is set in 96 point Times bold. An initial 72 point cap is added at the beginning of the first line to give weight to the text and balance it in relationship to the large illustration.



Meeting the Flatheads

Lewis & Clark Across the Bitterroots

Lewis and Clark Meeting the Flatheads,
by Charles M. Russell

This is an example of a Lewis and Clark in Montana interpretive panel. The heading and principle main text is set in Bookman. The above header is an example of a straight header with a straight footer to accommodate several agency logos. Both are matching color, Pantone® 193.

The Russell painting of Lewis and Clark meeting the Flathead Indians at Ross Hole breaks slightly into the header area. Being carefully placed so as to not crowd the Regional Theme Identifier, this effect adds a dimensional quality to this interpretive panel.

AGENCY LOGO AGENCY LOGO AGENCY LOGO AGENCY LOGO

Lewis and Clark Interpretive Sign Graphics Template

Main Title Placement

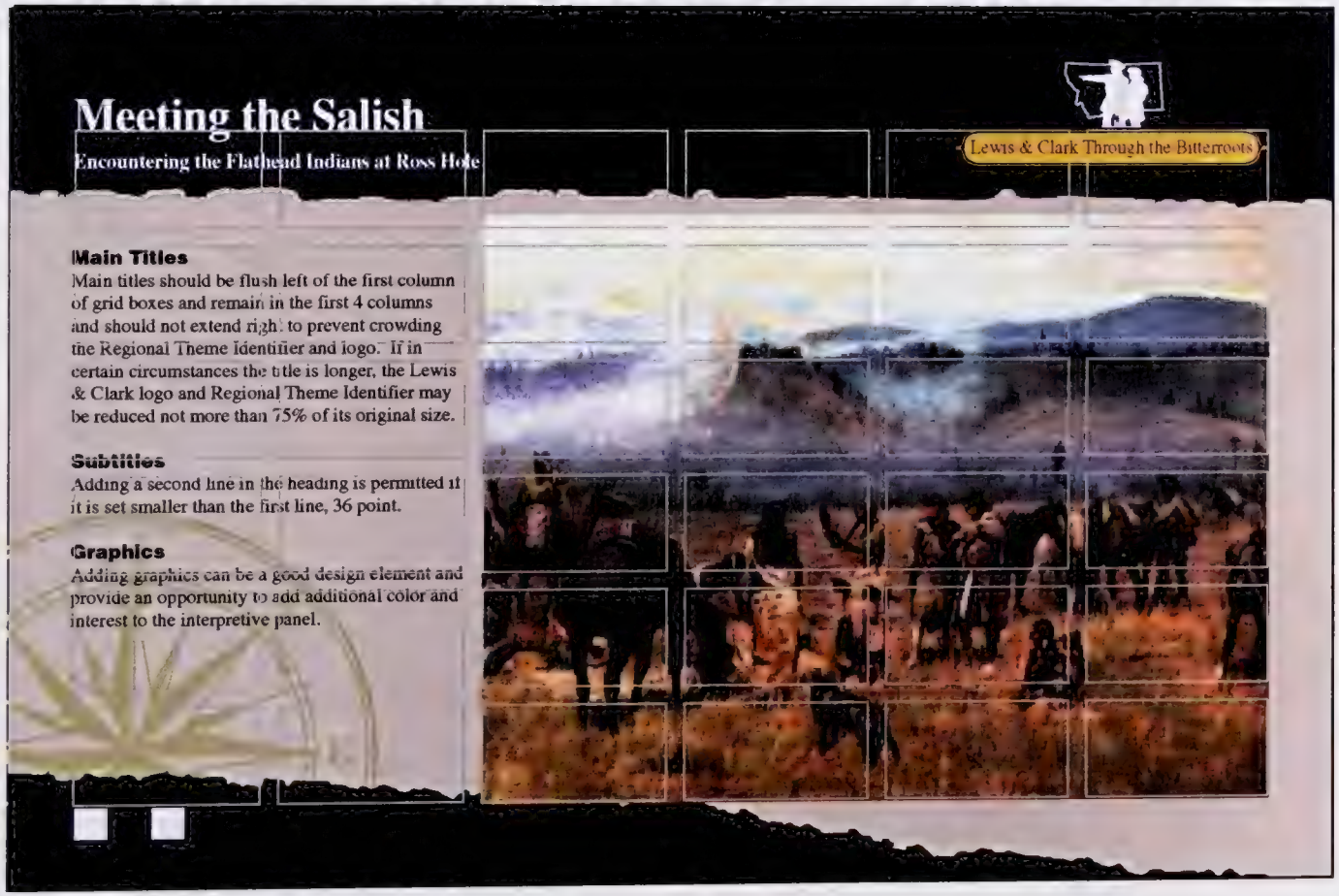
Main titles should be flush left of the first column of grid boxes and remain in the first 4 columns and should not extend right to prevent crowding the Regional Theme Identifier and logo. If in certain circumstances the title is longer, the Lewis & Clark logo and Regional Theme Identifier may be reduced not more than 75% of it's original size. Adding a second line in the heading is permitted if it is set smaller than the first line, 36 point.

Agency Logo Placement:

Placement of Agency Logos and Administration Identifiers should be either in the bottom left or right hand corners of the interpretive sign panel.

Footers:

In some instances, footers may be used to better isolate Agency Logo and Partnership information. It is recommended that footers be the same style and color as the headers. They may extend across the entire bottom of the panel or in the case of Irregular Torn, only partially. Footers should not be placed to extend above the last row of grid boxes.



Header Colors:

Forest Green (PMS 323)
Indigo (PMS 541)
Deep Red (PMS194)

Choose from 3 separate header colors to be used on your choice of headers styles.*

Secondary Color Scheme:

Tan (PMS 728)
Celery (PMS 452)
Salmon (PMS 473)
Ochre (PMS 145)

Secondary colors used as accent colors on graphics, borders and Regional Theme Identifiers

Choose from four secondary colors or use other header color options not chosen for header color*

Background Colors:

Gray (PMS Warm Gray 1)
Parchment (PMS 726)

Choose from 2 separate background colors.*

Warm Gray

Parchment

* Colors presented on this and the following pages are not true PANTONE® MATCHING SYSTEM Colors. Consult a PANTONE® Color Selector for true color representation.

Fonts & Sizes:

Main Title: 96 point

Helvetica, Bold or Black
Times Roman, Bold
Century Schoolbook, Bold
Bookman, Bold
Albertus, Bold (Alternative Font Style)
Galahad, Bold (Alternative Font Style)

Subtitle: 36 point

Helvetica, Bold or Black
Times Roman, Bold
Century Schoolbook, Bold
Bookman, Bold
Albertus, Bold (Alternative Font Style)

Main text: 36 point

Helvetica, Regular,
Times Roman, Regular
Century Schoolbook, Regular
Bookman, Regular
Albertus, Regular (Alternative Font Style)

Secondary Text: 24 point

Helvetica, Regular, Italic or Bold
Times Roman, Regular, Italic or Bold
Century Schoolbook, Regular, Italic or Bold
Bookman, Regular, Italic or Bold
Albertus, Regular, Italic or bold (Alternative Font Style)

Captions: 24 point

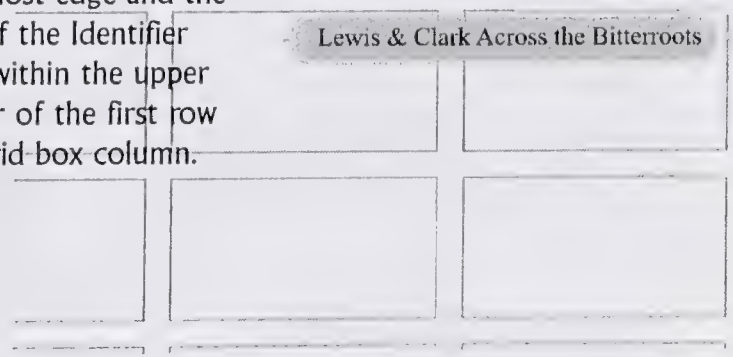
Helvetica, Regular or Italic
Times Roman, Regular or Italic
Century Schoolbook, Regular or Italic
Bookman, Regular or Italic
Albertus, Regular or Italic (Alternative Font Style)

Lewis & Clark Logo:

The Lewis & Clark logo is positioned on the right side of the header centered over but not touching the Regional Theme Identifier. It may be white or tan (PMS 726) and should not exceed 3 inches wide.
Leave a small amount of space between it and the Theme Identifier.

Regional Theme Identifier placement:

Placement of the Identifier should be standard for each interpretive sign panel. The uppermost edge and the right side of the Identifier should fall within the upper right corner of the first row and sixth grid box column.



Chapter Four: Completing the project

"To the young mind everything is individual, stands by itself....
Later, remote things cohere and flower out from one stem."
— Emerson

Hire locally

Begin by getting bids from a variety of people and companies in your area. The National Association for Interpretation can give you a listing of their members in and outside of Montana. Also, many of the agencies on the MTRI team know and have worked with writers, graphic designers and interpretive specialists they can recommend. Shop locally first — many Montana firms may be able to do the job. No matter whom you select, interview them first to determine that their area of expertise matches your project.

You might also want to consult your local sign maker, or several sign makers around the state. You can take them your written text, a copy of the templates to show them the look you are after, and ask for their recommendations and cost estimates for producing a sign for your needs.

The process for producing indoor signage is different than for producing outdoor signs that must stand up to sun, weather, temperature changes, vandalism and harsh wear.

FOR MORE INFORMATION:

For a list of interpretive writers, designers and contractors who are members of the National Association for Interpretation, phone their office (970-484-8283) , or visit their website at www.interpnet.com.

Educate yourself about interpretive signs at the National Park Service's helpful Wayside exhibit website: www.nps.gov/waysite.

There are companies across the country that specialize in producing outdoor interpretive signs. A local signmaker also might be able to hand-paint, stencil, silkscreen, carve or otherwise create a sign that fits your specifications and adheres to the overall look and consistency of the Lewis and Clark Interpretive Strategy.

Site preparation, installation and landscaping

Each site you work with will present different challenges, and each agency, community or group will handle them differently. In general, however, remember to use native vegetation in your landscaping plan, to minimize impact on the natural setting, to blend as much as possible with the natural

landscape, and to draw people from their vehicles out into the natural world where your story can captivate them.

Supervision of the sign installation is essential to make sure they are oriented correctly. A sign facing the wrong way is ineffectual and frustrating to the visitor.

Remember that the job is not over once the sign is erected. Maintenance of the sign and its surroundings is an important, ongoing job and should be a part of your overall plan.

Estimating the price tag

Every interpretive sign project will have its own set of costs for planning, sign design, fabrication, installation, and site development, but the following guidelines may be useful. You may want to use these as a starting point and get actual bids from contractors before applying for funding from grant sources. These cost estimates may also help you identify where in-kind contributions and partnering opportunities can help reduce your project budget.

Wherever your organization can handle tasks and expenses in-house, you can save on these estimated costs.

Planning:
Deciding where to place the sign(s), what story will be told, who needs to be involved, and what jobs will be contracted can be time consuming and may involve meetings with landowners and managers, tribes, government officials, and potential designers, writers, and illustrators. Even a simple project may require two to three weeks of several people's time.

If you hire a contractor to take on a large portion of the planning, expect to spend $30 per hour or more. Budget $2400 to $3600, and adjust upwards for more complex projects.

Writing and design:
This portion of the budget includes writing text, laying out the sign(s), creating or finding appropriate artwork, and getting it all ready to send to the sign fabricator. Costs will vary greatly depending on the complexity and size of your project. Usually, designing several signs at once will save money because the designer can spread coordination and communications over several signs and reduce the cost per sign. Expect to spend $30 per hour or more, with a base budget of $1200 to $3600 per sign.

Fabricating signs:
Today, the choices of materials for interpretive signs abound, so plan to do a little research to determine which is best for your project. Fabrication costs for a 24" by 36" sign range from about $400 to $2,500 or higher. Relatively new processes to digitally print full-color images from computer files, such as fiberglass-embedded graphics and high-pressure laminates, will yield durable signs of reasonably high quality for less than $500 per sign. Larger sizes will cost more. Older, more proven technologies, such as fiberglass-embedded screen printed signs, may cost about $1,500 to $2500. You can usually save money by ordering replacement signs along with your original order.

Building bases:
An attractive and durable frame/base for each sign is as important as the sign itself. The base should be sturdy, attractive and vandal-resistant, yet must allow for replacement. You can purchase standard metal bases

for a 24" by 36" interpretive sign for about $600. Custom sign bases, using rustic stone walls, wood posts and forged iron, may vary quite a bit in cost, from slightly less than a metal base to significantly more. This is a good project to involve local craftsmen. To be safe, budget $750 to $1000.

Preparation and installation:
Frequently overlooked as a cost item, site preparation and installation may require from one to several days per sign, especially if your sign must be transported to a remote location. Standard frames are generally set in concrete or mounted on a stone wall. Custom log and wrought iron bases may take longer. Budget about $400 to $600 per sign.

Site Development:
Your project may include building or improving parking, restrooms, trails, exhibit shelters and vista houses, approach road signing, safety barriers and other improvements. Obviously, costs here will vary significantly but every site will require some level of survey and site plan to determine needs. Some typical costs:

- 200' paved 5' walkway $1000
- asphalt parking for five cars $1500
- placing 50 barrier rocks $1000
- landscaping (planting 400 square feet) $1000
- precast concrete toilet $12,000
- 20' stone wall as sign base $1200

It is essential to involve a skilled landscape architect, engineer or general contractor in planning and estimating these project costs.

Developing interpretive signs that are attractive, effective and durable involves a blend of skills and knowledge that few of us possess. Though they may have the basic skills, not every sign maker may have experience with outdoor interpretive signs. Consulting with sign professionals experienced in interpretive sign design may cost more up front, but will pay off in the long run.

Chapter Five: A checklist you can use

"Most people comprehend history best when they participate actively — rather than just reading a sign. They need to walk the trail, smell the breeze, pick up and handle real artifacts, and closely examine site features. A battle comes to life when we stand where shots were fired. With a digging stick in our hands, we can appreciate how Shoshone women traditionally gathered roots. The real place, the real thing, stimulates our imaginations and makes us thirst to know more."

— Keith Thurlkill, U.S. Forest Service

This chapter provides you with a checklist for the entire process of producing interpretive signs, as outlined in the Interpretive Sign Strategy. It divides the process into stages, which correspond with each chapter of this workbook.

The following pages are formatted for you to photocopy and use.

WHERE TO GO FOR GUIDANCE

If you have any questions, here are a few agencies to call for help:

National Park Service Interpretive Specialist (406) 727-8733, ext. 311

Montana Historical Society Sign Coordinator (406) 444-1687

U.S. Forest Service Interpretive Specialist (406) 329-3602

Placing your story in the landscape

General planning decisions:

While planning your project, you will need to determine the following:

- ☐ An appropriate spot to erect the sign
- ☐ A good story to tell (the theme of the sign or project)
- ☐ Permission from road management agency or landowner to put up the sign
- ☐ The primary audience
  - interstate travelers
  - excursion travelers
  - Lewis and Clark enthusiasts
  - recreational visitors
- ☐ The best type of interpretive installation
  - interpretive sign
  - orientation sign
  - introductory panel
  - marker
  - vista house
- ☐ Additional infrastructure requirements
  - adequate parking or pullout area
  - landscaping plan that uses native vegetation
  - all structures using well crafted stone, timber and iron
- ☐ A good team to put it all together
  - a writer
  - a graphic designer
  - someone to build the structure
  - someone to install the finished signs
  - a small group of people to contribute help and ideas
  - local community groups to contribute artisan skills
  - a team leader to administer the project

Improving Montana's Lewis and Clark interpretation

In your planning, please think about the suggested ways to improve Montana's Lewis and Clark interpretation. Four specific suggestions are:

- ☐ Emphasize the Native American point of view
- ☐ Highlight expansive landscapes that still look like they did when Lewis and Clark first saw them
- ☐ Coordinate your sign with other Lewis and Clark interpretation in your region
- ☐ Orient the traveler in the landscape

Telling the story

Preparing and researching the story

Appendix IV offers suggestions for story ideas to develop in your interpretation. Even if you already have your story idea, consult this resource for ways to expand, focus or add to your sign content. Other resources:

- ☐ Local oral histories
- ☐ Tribal histories and stories
- ☐ Historical narratives, journals, newspaper accounts
- ☐ Photos, drawings, illustrations
- ☐ Natural history information

Refining the story

- ☐ Select your regional identifier
- ☐ Tell the story from the point of view of all cultures
- ☐ Get tribal input (See Appendix I)
- ☐ Relate the story to the land

Writing the story

- ☐ Identify a clear theme and stick to it
- ☐ Develop a clear know/feel/do statement
- ☐ Headlines should tell the story
- ☐ Use active verbs; avoid adjectives
- ☐ Make sure text specifies what to look for and where (use compass directions)
- ☐ Engage all five senses as much as possible
- ☐ Hire a professional writer to help

Copyrights and credits

- ☐ Have you quoted other sources directly?
- ☐ Cite author, title of publication and date of publication
- ☐ If quotes exceed 120 words, get written permission from copyright owner
- ☐ Get tribal permission for Native American oral histories

Designing the sign

Designing for the natural setting

- ☐ Make sure sign will minimize impact to the natural setting
- ☐ Does design reflect the natural setting in shape, structure and materials?
- ☐ Does the placement of the sign draw people into the landscape?
- ☐ Does the interpretive structure create a good context for the message?
- ☐ Use durable, high-quality, natural materials
- ☐ Landscape with native vegetation from that locale

General design considerations

- ☐ Choose one of the four templates provided
- ☐ Include the regional identifier
- ☐ Include the Lewis and Clark logo
- ☐ Follow the type font specifications
- ☐ Choose from the selected family of colors
- ☐ Put agency logos, artist permissions, and other information in a consistent space at the bottom of the sign

Using art

- ☐ Select high-quality art of enduring style
- ☐ Use thematic graphic elements where possible
- ☐ Coordinate use of art on your sign with other interpretive signs across the state to minimize duplication
- ☐ Consult a professional graphic designer

Producing the sign

Getting bids

- ☐ Check with local sign makers
- ☐ Interview several interpretive specialists
- ☐ Visit web sites to get more information

Items to budget for

- ☐ Site preparation and landscaping
- ☐ Planning
- ☐ Writing and design
- ☐ Fabricating signs
- ☐ Building or fabricating bases
- ☐ Installation
- ☐ Site development and improvements
- ☐ Long-term maintenance

Things to check for

- ☐ Are you working with contractors experienced in projects like yours?
- ☐ Are there aspects of the sign (views, orientations) that affect how or where the sign should be installed?
- ☐ How much of the work can local craftsmen do?
- ☐ What in-kind contributions and partnering can be done on this project?

APPENDIX I
Tribal Consultation and Input

In order to enlarge and enrich the history of the period of Europeand contact, Montana's tribal nations are integral to all facets of developing interpretation for the Lewis and Clark Bicentennial. Particular areas that have not been fully addressed, and that can only be understood with tribal help, include:

• The range in Montana (and surrounding states and provinces) that each particular nation utilized and traveled through at the time of Lewis and Clark

• Maps that include geographic place names from both the explorer's journals and appropriate tribes. Large drainages like theYellowstone and Missouri might be named in half a dozen or more languages to demonstrate the overlapping ranges of peoples who utilized the grassland and mountain landscapes of Montana.

• Whenever possible, oral accounts of encounters between specific tribes and the corps of Discovery should be set next to journal entries of the same event, to allow for a larger perspective on these crucial incidents.

To help achieve these goals, a contact person has been identified on each reservation in Montana, plus the Shoshone reservations in Idaho and Wyoming that include bands closely associated with the Lewis and Clark Expedition in Montana. Ultimately, this list should include additional contacts from first nations people in Alberta, Saskatchewan, and Manitoba who are specifically named in the journals.

MONTANA

1. Northern Cheyenne

Richard Littlebear (Dick)
Dull Knife Memorial College
Box 9B
Lame Deer MT 59043
406 477-6215
rlbear@dkmc.cc.mt.us

The Northern Cheyenne are a tribe that moved west from the Great Lakes Region, adapted a Plains style of life, and wandered widely across the West during the period of American expansion.

2. Salish-Kootenai

Tony Incashola, Culture Committee
St. Ignatius Cultural Center
P.O. Box 556
St. Ignatius, Mt 59865
406 745-4572

The Flathead Tribe has published its own pamphlet that includes oral accounts of their meeting with Lewis and Clark at Ross's Hole.

3. Crow

Burton Pretty on Top, Chairman, Cultural Commission
Crow Reservation
Crow Agency, MT 59022
406 638-2601

The Crow have an oral account of men returning with Sergeant Prior's horses.

4. Rocky Boy - Chippewa-Cree

Richard Sangrey
Stone Child College
Rocky Boy's Agency, MT 59521
406 395-4210

The Chippewa and Cree people on the rocky Boy reflect both the movement of eastern tribes into the plains and the impact of the Canadian fur trade in Montana before the arrival of Lewis and Clark.

5. Fort Belknap - Assiniboine and Gros Ventre

Nellie Main, Cultural Advisor
Fort Belknap Tourism Office
R.R. 1, Box 66
Fort Belknap Agency
Harlem, MT 59526
406 353-2205 ex 470
home 406 673-3603
nbm@3rivers

These are two of the tribes that confused Lewis and Clark the most and their status and relationship needs to be clarified. Oral histories of both peoples imply involvement in the Marias River incident.

6. Blackfeet

Ray Montoya
Planning & Development Department
Blackfeet Nation
P.O. Box 2809
Browning, MT 59417
406 338-7181 or 5194
Darrell Kipp, L & C Bicentennial Commission

The planning office is setting up a commission for the event. Members are Ray Montoya and Madeline Parsons. The tribe is interested in interpretation at Camp Disappointment, and will help to arrange meetings with related Balckfeet bands on Canadian reserves.

7. Fort Peck - Assiniboine and Sioux

Curley Youpee, Culture
Fort Peck Assiniboine and Sioux Culture Center
P.O. Box 1027
Poplar MT 59255
406 768-5155 ex 392

The Fort Peck council has formed a tourism group.
The Assiniboine have an oral version of the Marias River skirmish with Meriwether Lewis.
Jeannie Edie, who grew up in Poplar, is on the Lewis and Clark Bicentennial Commission

IDAHO AND WYOMING

8. Shoshone-Bannock

Dianne Yupe
Culture Resource Director
Sho-Ban
Fort Hall, Idaho
208 238-3706
Josephina, assistant

Very interested in interpretation from Camp Fortunate to Lemhi Pass.

9. Easter Shoshone of Wyoming Wind River Reservaton

Zelda Tillman, Culture
307 332-3177

The grave of Sacagawea is on the reservation. They are interested in interpretation.

THE BLACKFEET TRIBE

Blackfeet Planning & Development Department
P.O. Box 2809/527
Browning, Montana 59417
(406) 338-5194/7181 FAX: (406) 338-7206 E-Mail: plan@3rivers.net

Raymond Montoya, Enterprise Development Coordinator — Feral Wagner, Tourism Specialist
Vacant, Planning Director — Jodi Running Fisher, Administrative Assistant
Don White, Transporatation Planning Director — Jack Edmo, Sr., TPA Grantwriter

Jack Nisbet
Heritage Group
765 South Main
Colville, Washington 99114

Dear Mr. Nesbet:

I would like to express my appreciation in your interest in the Lewis and Clark interpretative projects. I would also like to express the interest of the Blackfeet Tribe to continue our involvement in this project.

Please keep me informed at the address below or at (406) 338-5194:

Mr. Jack Edmo, Sr.
Planning and Development Department
P.O. Box 2809
Browning, MT 59417

Thank you for your consideration on this matter.

Sincerely,

Jack Edmo Sr.

Jack Edmo, Sr.

Fort Belknap Tourism

(406) 353-2527 or 353-2205
RR 1 Box
Fort Belknap Agency
Harlem, Montana 59526
FORT BELKNAP TOURIST INFORMATION CENTER

July 17, 1999

Clint Blackwood
Lewis and Clark Bicentennial Commission
Helena, Montana

Dear Mr. Blackwood:
I am writing not only as a cultural consultant, but as a member of the Gros Ventre Tribe. We are the Gros Ventre and Assiniboine Tribes of Fort Belknap Reservation, and are located on the highline in North Central Montana.

I am informing the commission that we want the opportunity to make recommendations and provide input in the planning of the Lewis and Clark Centennial.

Your consideration is appreciated, I can be reached at the address and telephone number above.

Sincerely,

Nellie B. Main

Nellie B. Main
Cultural Consultant

The SHOSHONE-BANNOCK TRIBES

P.O. BOX 306
FORT HALL, IDAHO 83203
PHONE (208) 238-3706
FAX # (208) 237-0797
e-mail heto@poky.srv.net

CULTURAL RESOURCES
HERITAGE TRIBAL OFFICE (HETO)

August 2, 1999

Mr. Daniel Mattson or Mr. Jack Nisbet
Heritage Group
765 South Main
Colville, Washington 99114

RE: LEWIS AND CLARK INTERPRETATIVE PROJECT

Dear Mr. Mattson or Mr. Nisbet,

Lewis and Clark's expedition into the Northwest would have been impossible without the help of the Native people, especially the Shoshone Nation. Our role, as the native participants, is important and our story must be incorporated into the historical accounts

We feel it is very important that our story be expressed and incorporated into the events being planned for the forthcoming Lewis and Clark celebration. It is our interest to work with federal agencies, their contractors, and historical societies, to plan the interpretations and events However, it is extremely important that funding become available to assist us in this effort

The Heritage Group may consider to propose erecting statues of the Native people who participated in the Lewis and Clark expedition. Individuals who should be represented because of their role in the expedition are Sacajewa, Camawait, and the Shoshone scouts that helped in the expedition. The wall could tell the Shoshone story about our culture before Lewis and Clark and might include planting native plants and tell of their uses The wall might want to represent the aboriginal territories of the Shoshone and tell of our food sources. It could also tell of our lifestyles during and after Lewis and Clark

Tribes are usually limited on financial and staff resources to fully devote time to work on projects. We would strongly encourage your group to stress the importance on federal agencies to fund tribes in this Lewis and Clark effort. We appreciate the time and effort that you gave to keeping us informed and we apologize for the length of time it takes to respond to your letters

Should there be additional questions or concerns, feel free to contact us at (208) 478-3706 or 3707 Recently, our telephone prefix changed from 238 to 478 We can also be contacted at our e-mail address heto@poky.srv.net

Sincerely,

Diana K. Yupe
Tribal Anthropologist
Cultural Resources Coordinator

Cc: t.lewis.clark project

APPENDIX II

Existing Interpretive Sites: Conditions and Recommendations

EVALUATION CRITERIA

For the inventory and assessment of existing interpretation, MTRI provided a list of existing state and federal Lewis and Clark interpretive installations. These sites consist primarily of roadside interpretive signage, but include visitor center, public building murals and some locally owned interpretive facilities. Most of these sites were visited during the assessment phase. The existing interpretation was documented and recorded on standardized forms with photographs. These evaluations, which include recommendations for each site, are contained in the Appendix.

Interpretive sites were evaluated using the following criteria:

CONDITION:

Weathering -

Does the signage show evidence of age?
Is the paint faded, peeling?
Do parts of the sign look worn?

Vandalism -

Does the site appear to have been vandalized?

Maintenance -

Is the setting clean?
Is the site free of trash and weeds?

SETTING:

Is the interpretation set apart as a focus at the site?
Is there competing signage?
Is there integrity of natural materials at the sites?
Landscaping on site?
If an urban setting, is there anything to visually evoke earlier time?

EFFECTIVENESS:

Is the overall appearance attractive and compelling?
How much information is communicated?
How well does the information help you understand the journey of the Corps of Discovery?

Every road corridor, which paralleled or neared the Lewis and Clark travel route was driven to assess the tourism experience and explore potential tourist opportunities.

Organized by Montana's tourism regions, a summary of the existing interpretive sites follows this section. Examining existing interpretations by tourist regions makes it easier to

look beyond ownership issues, and identify opportunities and concerns in a larger regional context.

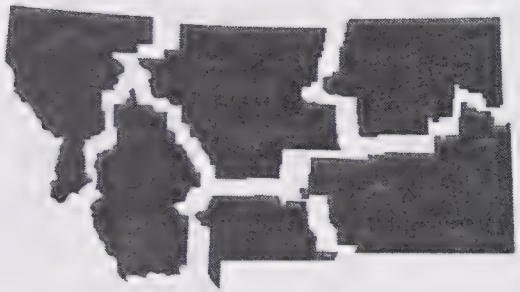
While these boundaries do not always fit well with the Lewis and Clark story line, they are useful for community and agency project planning because they follow county lines.

This section contains a brief description of each tourism region and goes on to describe how the existing interpretation deals with Lewis and Clark. These original discussions are accompanied by maps that show the major tourism routes and where Lewis and Clark interpretive sites are located along these routes. Using these maps it is easy to see the areas where coverage currently exists and where additional interpretation might be effective to create a more even distribution for the future.

While adding more signs is not generally recommended, a more equitable distribution of signs might be desirable; removing a sign or two in an area that already contains some interpretation and replacing it with a sign in an area that is sparsely covered.

The charts accompanying the maps show an evaluation by region of the existing sites. These sites are listed showing ownership, topic and location and then evaluated for their condition, quality of setting, and their overall effectiveness.

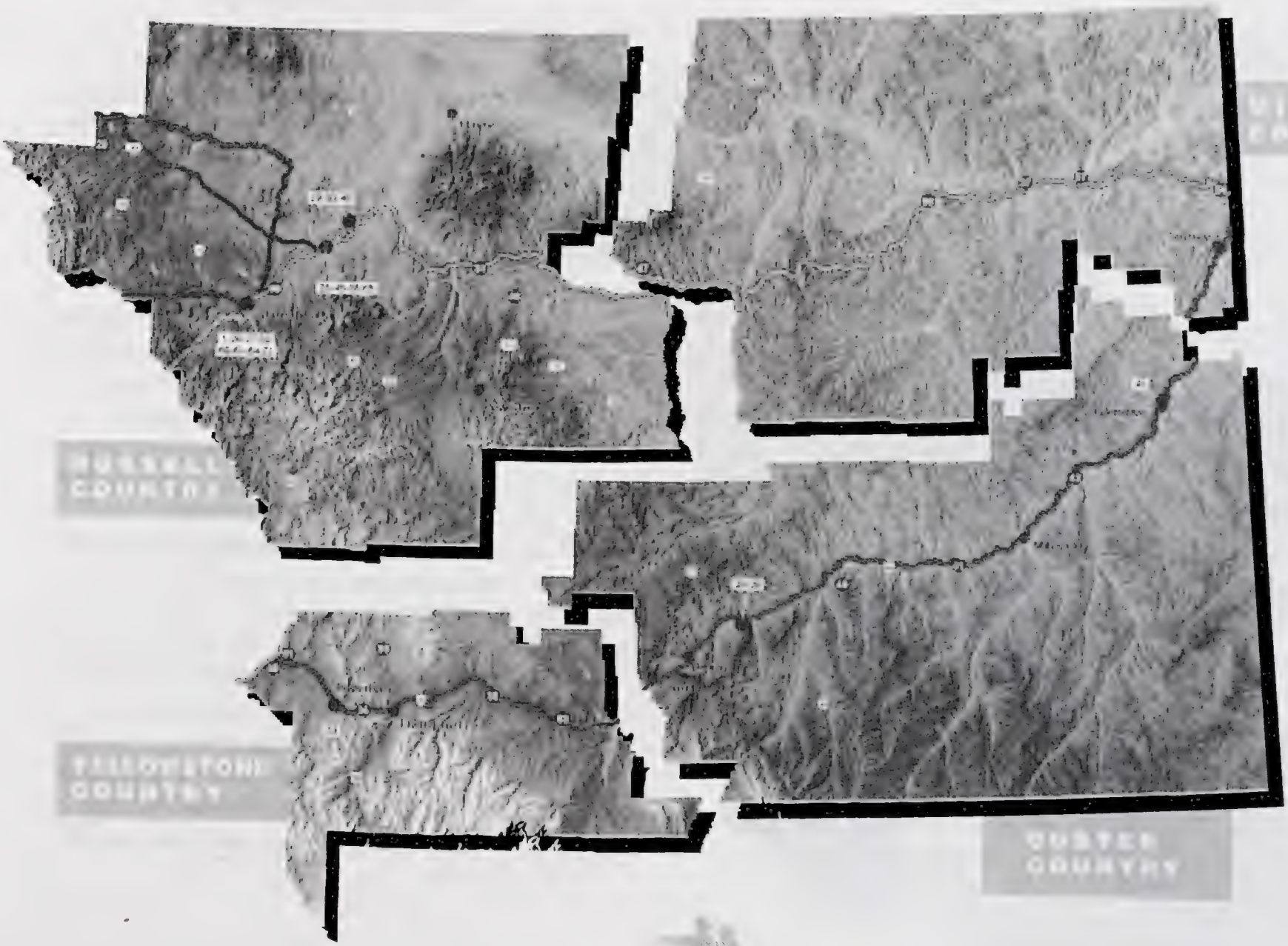
TRAVEL REGIONS OF MONTANA



Westward Route

Eastward Route

63 Existing Interpretive Sites

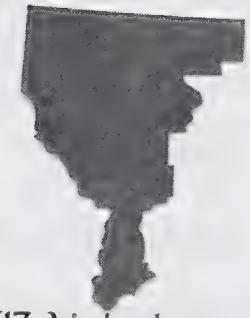


Howard Creek, USFS

GLACIER COUNTRY

Glacier Country is characterized by mountainous terrain and mountain trails over which the Expedition passed. The three trail segments in Glacier Country include Lost Trail Pass/Bitterroot Valley, Lolo Trail/Blackfoot River, and Road to the Buffalo/Upper Marias River.

USFS interpretation is almost exclusive here, with 15 signs extending along the Bitterroot Valley down US 93 corridor from Lost Trail Pass and up US 12 to Lolo Pass. The only other Lewis and Clark interpretations along these routes are MDT signs at Lolo **(22),** (Traveler's Rest) and at Hellgate **(21),** (passing mention of Lewis' return trip up the Blackfoot). At Lost Trail Pass **(7),** on US 93, a USFS interpretive installation which addresses Lewis and Clark's route over the mountains has recently been removed. Several miles to the east on a primitive USFS road there is a simple Forest Service panel at **Gibbons Pass** that mentions Lewis and Clark. At the



south end of Bitterroot Valley, at the **Sula Ranger Station (8)**, there is a large map showing travel routes through the area including the Lewis and Clark route. Just north of Sula at a USFS recreation area, **Spring Gulch (9)**, is a single sign that addresses the Expedition route through the area and what they were eating along the way. At **Trappers Peak**, north of Hamilton, is a newer Forest Service interpretive installation that mentions Lewis and Clark passed by. **Fort Owen (53)**, outside Stevensville, although not a roadside attraction, is an interpretive facility that addresses the expedition within one of the fort structures. At **Traveler's Rest (22)**, a MDT sign near Lolo, one sign addresses the Lewis and Clark camp site and travel routes, and another sign addresses the Salish homelands. Heading up Lolo, at the turnoff on US 12, is an entrance kiosk for the Lolo Trail with text that refers to travel route and geographic features. This is the first of a series of Forest Service sites along this corridor. As the route climbs up through this forested valley it is punctuated with interpretation along the entire length up to Lolo Pass. **Anderson Gulch (12)** is a single sign that mentions the travel route and geographic features. Sign text at **Lewis and Clark Campground (62)** addresses the expedition and natural resources. **Howard Creek (56)** is a recent Forest Service installation with a three panel interpretation of indian use of the Lolo Trail and the Expedition's crossing of the Bitterroots.

Amid the development at **Lolo Hot Springs (13a)** is both an older Forest Service sign with journal quotes of their impressions of the springs, and a newer style sign with a more complete history of Lolo Hot Springs including the view Lewis and Clark saw here. **Lee Creek (14a - 14b)** is a trailhead that also has two generations of signage, the older with the usual journal quotes about the route, and the newer sign with lengthy text addressing "Packing for the Expedition". The **Lolo Pass Visitors Center (15)**, while actually over the state line into Idaho, is the anchor point for the US 12 corridor. Extensive interpretation here describes general expedition history and crossing the Bitterroot Mountains.

The **Blackfoot River corridor** extends northeast from Missoula toward Lincoln along MT 200. Just east of Missoula on the old Hwy 10 frontage road, is an unusual MDT double site with one sign addressing the Salish road to the buffalo and Captain John Mullen, and a second Western Lumber Company history. There is no other Lewis and Clark interpretation for the length of MT 200 in Glacier Country.

East of Browning, on US 2, there is an obelisk, constructed in 1925 by the Great Northern Railroad, commemorating the **Farthest Northwest Point** of the expedition. An MDT sign interpreting **Camp Disappointment** and addressing the obelisk was removed because of road construction and has not been reinstalled pending the completion of this plan and its implementation by MDT.

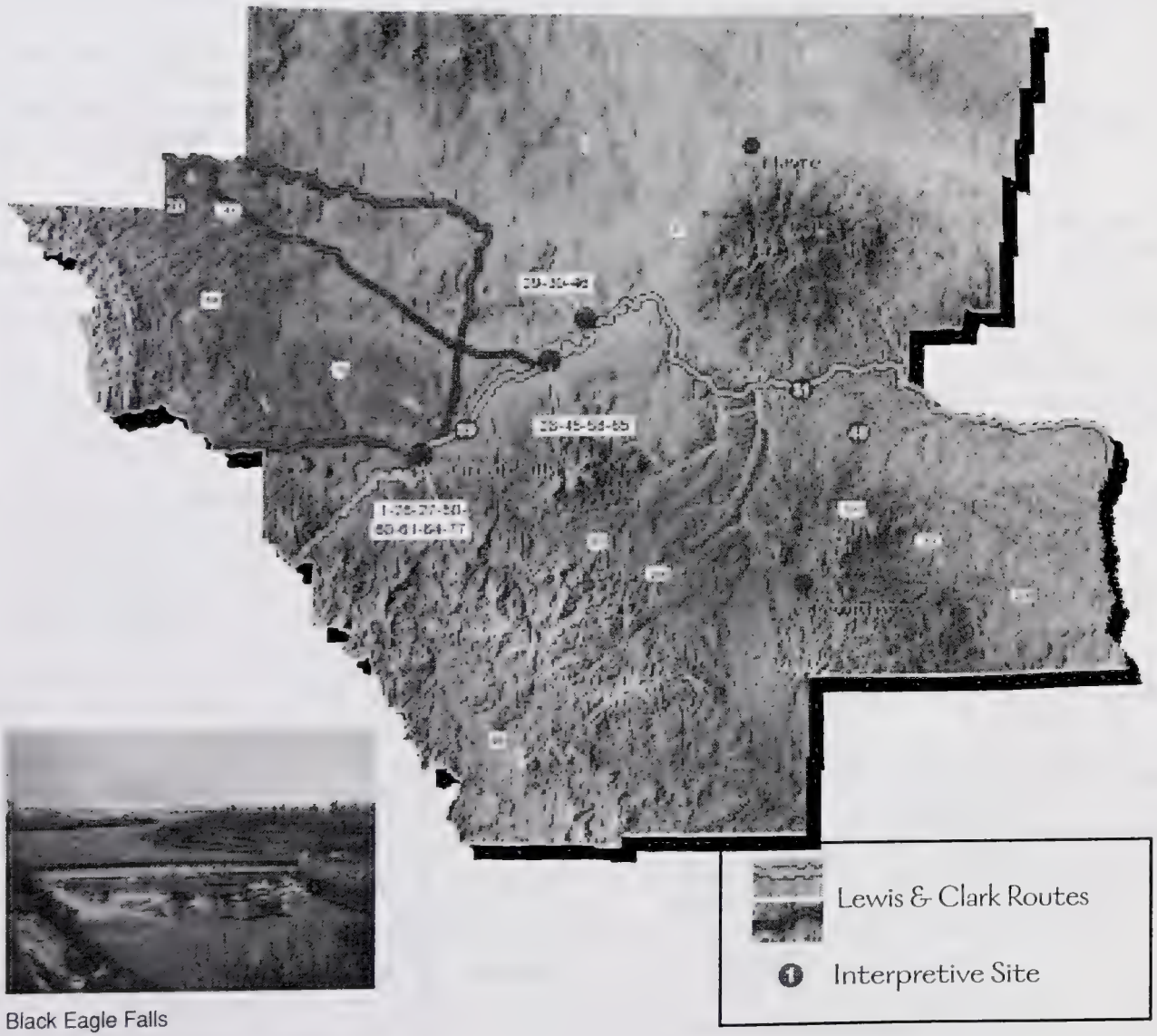
GLACIER COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
7	Lost Trail Pass	USFS	Geographic Feature, Travel Route	National Forests	US 93 at stateline	Removed	Removed	Analysis of old site photos looks good for style of signage
8	Freeway to History	USFS	Travel Route, Geographic Features	Old Trails	US 93 at Sula rest stop	Overall sign good, faded insets	Fairly barren	OK for the style, stuck on text looks bad
9	Spring Gulch	USFS	Travel Route, Food Supply	None	US 93, 5 miles north of Sula	Weathered, Old looking	Edge of parking lot	Not very attractive Text is disjunct
11	Lolo Trail	USFS	Travel Route, Geographic Features	Nez Perce War later history	US 12 at US 93 junction	Good but dirty	Barren pullout	Kiosk glass was dirty, hard to read, text-intense panels
12	Anderson Gulch	USFS	Travel Route, Geographic Features	None	US 12, 7.5 miles W of US 93	Weathered, Vandalized	Barren pullout	Typical of style, setting detracts
13a	Lolo Hot Springs	USFS	Travel Route, Hot Springs	None	US 12. 26.5 miles W of US 93	Fair	Middle of muddy parking lot	Lost in the middle of development
13b	Lolo Hot Springs	USFS	What L&C saw here	Lolo Hot Springs history	US 12, 26.5 miles W of US 93	Good	E edge of muddy parking lot	Good sign concepts, bad location
14a	Lee Creek	USFS	Travel Route, Geographic Feature	Historic Trail use	US 12, 28 miles W of US 93	Good	Attractive trailhead	Good for the style
14b	Lee Creek	USFS	Packing for the Expedition	None	US 12, 28 miles W of US 93	Excellent	Attractive trailhead	Good sign, should be used in higher use area

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

GLACIER COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
15	Lolo Pass Visitors Center	USFS	Expedition History, Travel Routes,	Nez Perce War, FS history	US 12, 34 miles W of US 93	Excellent	Nice cabin	Intimate structure, but newer/better facility is coming
18	Camp Disappointm't	MDT	Geographic Feature, Travel Route (sign missing)	None	US 2, 7 mi. E of Browning	Sign removed	Barren pullout	It is a good setting for this sign
19	Farthest Pt. West	RR(?)	Geographic Feature: The most NW point of the Expedition	None	US 2, 7 mi. E of Browning	Vandalized, Spray paint	Excellent integrity of view	1925 Northern RR obelisk — simple & powerful
21	Hell Gate	MDT	Travel Route, Road to the Buffalo	Mullan, Lumber Co. history	Old US 10, 2 mi. E of Missoula	Good	Too busy, manicured	Too many messages, too much going on at once
22	Traveler's Rest	MDT	Geographic feature, Travel Route	Salish history	US 93,1 mile S. of Lolo	Weathered mismatched structure	Barren pullout, Industrial setting	Very bad location, no integrity of materials
53	Fort Owen	MFWP	History and mission of Expedition	Fort Owens, Flatheads	Hwy 203, 1 mile N of Stevensville	Excellent	Inside fort building	Good material, but buried deep within other themes
56	Howard's Creek	USFS	Travel Route, Expedition Crossing	Old Trails	US 12, 19 miles W of Lolo	Excellent	Good	Very nicely done all around, for the style
62	Lewis & Clark Camp Ground	USFS	Lewis & Clark ate, natural resources	Natural Resources	US 12, 16 miles W of Lolo	Excellent	OK	Strange, very terse message
68	Ross' Hole	MDT	None, but sort of related	Alex. Ross fur brigade	US 93 at Sula	Fair	Terribly developed	Needs new location
69	Trapper's Peak	USFS	Lewis & Clark passed by here	Everything	US 93, N of Hamilton	Excellent	Good	Nicely done, message blurred
70	Verry Bad Passing	USFS	Travel Route	None	US 12, W of Lolo	Weathered	Barren pullout	Poor, there is no need for this sign

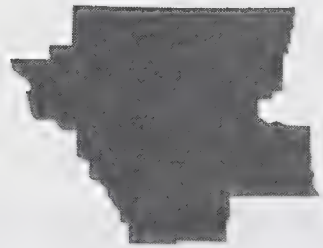


Black Eagle Falls

RUSSELL COUNTRY

The middle stretch of the Missouri River, Missouri River falls and the Marias River drainage all extend across Russell Country. In the east, at the confluence of Armell Creek with the Missouri River, is **James Kipp Recreation Area (47)** (BLM), which has a newer interpretive installation that, among other things, addresses the passing of the Expedition. West of there, along the **BLM Missouri Breaks Backcountry Byway (48)** near Winifred, is an interpretive kiosk. Lewis and Clark text here concerns the Expedition's first view of the Rockies.

On the Missouri River at Judith Landing, on Secondary 236, is MDT sign **Fort Chardon (31)**. This sign mentions the passing of the expedition then goes on to discuss other early history of that area. To the northwest on US 87 is an MDT sign, (the first of a series of such along this route) that mentions Lewis and Clark. This first sign is **Montana Crossroads (30)**, a landscape history theme which mentions Lewis and Clark's passage. Near **Loma (29)** a double MDT



sign addresses the Marias River, how it got its name and the railroad history of the area. Outside **Ft. Benton (28)** there is yet another which notes Lewis and Clark, but then concentrates on fur trade history.

A BLM interpretive trail near Loma overlooks the Marias confluence at **Decision Point (46).** The Decision at the Marias is the Lewis and Clark theme; other themes are Ft. Piegan and Ophir townsite. In **Ft. Benton (58)** the focus of Lewis and Clark theme interpretation is a city-owned large bronze sculpture **(Decision on the Marias)** of Lewis, Clark and Sacajawea, with an accompanying interpretive panel located in the town park on the banks of the Missouri River. Across the street is a small BLM information/interpretive center with several indoor panels on Expedition's personalities and history and in the city park is the Fort Benton Museum. Just upriver of the sculpture, at a river access site, is a large BLM panel which refers to the Expedition's journey on the river.

Upstream, at the great falls of the Missouri, is **Ryan Dam (59).** Here two old monuments belonging to Montana Power Company (MPC)-one an obelisk, the other a plaque on a large boulder- commemorate the passing of the Expedition. Nearing Great Falls, MPC has two separate overlook interpretive locations at **Rainbow Dam (60a - 60b),** featuring signage covering the journey around the falls and the Decision on the Marias River. **Giant Springs State Park (50)** is upriver, with a series of MFWP signs which give an overview of the Expedition, the portage around the falls, and the discovery of this large artesian spring. A 1928 Daughters of the American Revolution bronze plaque on a large boulder here memorializes the passing of Lewis and Clark. Nearby is a MFWP office building; in the lobby are two panels describing the Expedition and the portage.

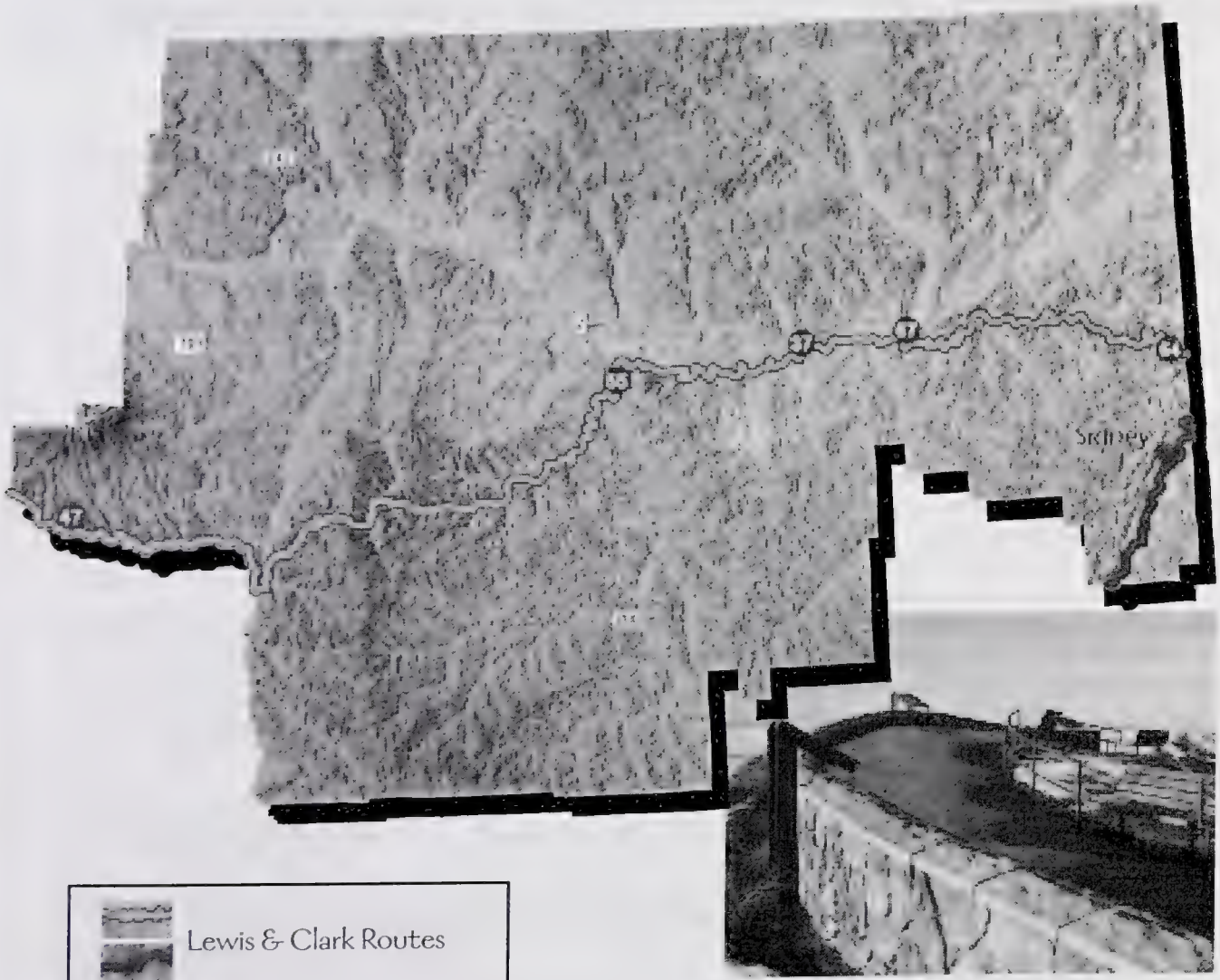
Upriver is the **Lewis and Clark National Historic Trail Interpretive Center (1),** an expansive new USFS facility and home of the Lewis and Clark Trail Heritage Foundation (LCTHF). The largest and most complete treatment of Lewis and Clark in Montana, the Center contains exhibits on all aspects of the Expedition's history, tribal history, and an archive and library. Next upriver is **Black Eagle Falls (27),** where an MDT sign pullout/overlook describes Lewis' impressions of the falls and its surroundings. In Great Falls itself there are a variety of interpretive installations, including a small sign in **Riverside Park (64)** which addresses Sacajawea's role in the Expedition; a LCTHF sign in **West Bank Park (61)** has as its theme Lewis' encounter with a grizzly bear. On **Broadwater Overlook (77),** a knoll overlooking the river and the city, is a large sculpture of Expedition members, along with signage that provides an overview of Expedition history and personalities, and a description of the portage around the falls. An older MDT sign on the edge of the city addresses the **Portage of the Falls (26).** There is no interpretation of the Expedition's journey south of Great Falls.

RUSSELL COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
1	Lewis & Clark Interp. Center	USFS	Expedition History	Tribal Histories	2 miles E of Great Falls	New	Beautiful building	Impressive
20	Capt. M. Lewis	MDT	Lewis' fight with the Blackfoot Blackfoot	None	US 89, 10 miles N of Dupuyer	Sign board fair, posts disjointed	Barren pullout	Text adequate
26	Lewis & Clark Portage	MDT	Route around the falls	None	Great Falls	Weathered	Barren pullout	Lost in setting: surrounded by mobile home lot
27	Black Eagle Falls	MDT	Geographic Feature, Route around falls	None	Great Falls	Fair	Barren pullout	It works, but setting detracts
28	Fort Benton	MDT	Lewis & Clark camped here	Fur trade history	US 87, 1.5 miles NE of Fort Benton	Good	Barren pullout	Sparse Lewis & Clark message; carving atop sign is nice
29	Marias River	MDT	Geographic Feature, Travel Route	Fur trade, railroad, massacre	US 87, 1 mile S of Loma	Good	Nice	L & C sign OK, but too many other themes presented
30	Montana Crossroads	MDT	Lewis & Clark passed here	Landscape history	US 87, 3 miles NE of Loma	Good	Barren pullout	Good place to tie more travel routes to landforms
31	Fort Chardon	MDT	Lewis & Clark passed here	Early history of area	Secondary 236,43 miles SE Big Sandy	Weathered	Barren pullout	L&C sparse; nice rocks on base
45	Upper Missouri Visitor Center	BLM	Expedition history, The river journey	River recreation	Fort Benton	Good	Small house	It works OK
46	Decision Point	BLM	Decision on the Marias River	Fort Piegan, Ophir town	2 miles E of Loma	Weathered	Open hilltop	Good message, signs need to be updated
47	James Kipp Rec Area	BLM	Lewis & Clark passed here	River history biodiversity	US 191 at MO river	Excellent	Nice park	Little L&C message

RUSSELL COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
48	Missouri Breaks	BLM	First view of mountains	Geology, Indians	10 miles E of Winifred	Vandalized	Barren, unattractive	Structure detracts from message
50	Giant Springs	MFWP	Portage, Expedition history	Artesian springs	Great Falls	Aging	State park on river	Very nice signs fo the times (1970's)
58	Lewis & Clark Monument	Fort Benton	Expedition on the Missouri	Sculpture & the artist	Fort Benton	Excellent	City park on river	Very nice
59	Ryan Dam	MPC MFWP	Lewis & Clark passed here	Great Falls of the Missouri	14 miles NE of Great Falls	Very Good	Park-like, near visitor facilities	These 2 old monuments are excellent
60a	Rainbow Dam	MPC	Portage, Decision at Marias river	Electricity	6 miles E of Great Falls	Weathered	Grassy overlook	Wrong message for here
60b	Lewis & Clark Overlook	MPC	Lewis at falls, Portage	Rainbow Dam	6 miles E of Great Falls	Weathered	Parking lot at overlook	Too busy: too many competing signs
61	West Bank Park	LCTHF	Lewis' encounter with grizzly bear	None	Great Falls	Badly weathered	Park	Poor condition and location
64	Sacajawea Island	City of Great Falls	Sacajawea	None	Great Falls	Fair	Park	Message good; frame detracts
65	Upper Missouri W&S River	BLM	Geographic Feature	River usage	Fort Benton	Fair	River bank	Ties in with nearby interp. message
77	Broadwater Overlook	City of Great Falls	Expedition History, Portage, Personalities	None	Great Falls	Good	City Park on knoll	Nice sculpture, info on occupation of crew members, it works well



Fort Peck Dam Overlook, COE

MISSOURI RIVER COUNTRY

Most of the Lewis and Clark interpretation here borders **Fort Peck Reservoir (55)**. A recently built Corps of Engineers (COE) interpretive installation is located on a high overlook just south of the dam. Three signs address various aspects of the Expedition's journey in the inundated viewshed. The first of these addresses the Milk River, Lewis and Clark's recognition of this landmark in their navigation, and their impression of the peculiarities of the water coming from it; the root they called "white apple" is also described. The second sign addresses Big Dry River, and describes the birds and animals they harvested for dinner. The subjects of the last signs are the summit where the Expedition first sights tall pine trees, a journal entry concerning the variety of animals they saw, and a description of the greasewood shrub.

Along US 2 are two MDT signs which note the passing of the Expedition. The first is in **Wolf Point (37)** (where the

MISSOURI RIVER COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
37	Wolf Point	MDT	Only notes passing of L&C	Fur trade, Wolves, etc.	US 2 in Wolf Point park	Badly weathered	In small park, but barren	Disjointed message; not really a L&C site
54	Fort Union	NPS	Geographic Features	Fort Union	Secondary 327 at Fort Union	Good	Good	Fair, relates well to setting
55	Fort Peck Dam	COE	Geographic Features & Natural History	None	Hwy 24 at dam	Excellent; but washed-out graphics	Good	Good; consistently L&C message ties to subthemes
57	Fort Peck Indian Res.	MDT	Only notes passing	Tribes, fur trade	US 2 in Poplar	Fair; good rock base, spindly structure	Poor; busy, cluttered location, poor background for talking about tribal history	Minimal; inconsequential L&C message

Fort Union, NPS

main theme is fur trade history), the next in the town of **Poplar (57)** with a theme of tribal histories and reservations. The only other interpretation is literally on the Montana-North Dakota state line at the National Park Service site of **Fort Union (54).** This reconstructed fur trade post includes an outdoor sign that addresses Lewis and Clark's recognition of this site as a strategic point for controlling the fur trade traffic of the Missouri country.

Pompey's Pillar, BLM

CUSTER COUNTRY

The Lewis and Clark journey in Custer Country is along the Yellowstone River corridor: I-94 and the old US 10 tourist route it replaced. **Pompey's Pillar (39)** (BLM), east of Billings, is one of the oldest signed Lewis and Clark sites in Montana. High on the side of this sandstone promontory a 1928 Daughters of the American Revolution bronze plaque and a Masonic Lodge bronze plaque dated 1938, are mounted along side a metal reliquary case covering Clark's carved signature and the focus of the site.

A long wooden walkway leads the visitor from a log structure welcome center (a nice, one room building), past several boulders with newer bronze plaques commemorating the Expedition's passing and the listing of the site as a National Historic Landmark. From there a winding staircase leads up to a platform below the Clark petroglyph. Here a sign describes Clark

making this engraving. The staircase continues to climb up and around the bluff until it reaches an overlook with three interpretive signs One of these signs has a quote from Clark's journal describing this same view. The other two address the Yellowstone River, and a nearby campsite of the 7th Cavalry. Below the cliff face is an old dugout canoe behind a bronze plaque indicating that it was built for LCTHF by the Lions Club. An MDT marker **(38)** is located along Old US 10 near the entrance to the site. The sign describes the Crow Indian presence in the area and William Clark's stop-over here in July, 1806.

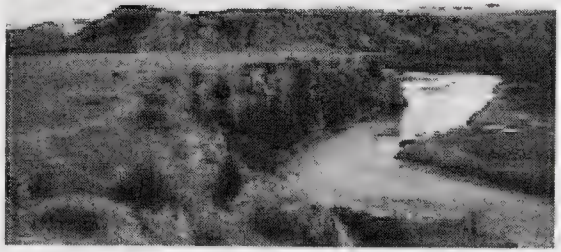
Along I 94 is the **Custer Rest Area (40),** an attractive setting with two relocated MDT signs, one of which mentions that Clark camped near here. Further east at the **Hathaway Rest Area (41),** which provides a broad panorama of the Yellowstone valley, are two more relocated MDT signs. One of these briefly mentions that the Expedition passed by here before going on to address other historic events (the other sign addresses cattle brands).

Along Old US 10 at the **Powder River Crossing (42),** east of Terry, is an MDT sign which describes the history of the Yellowstone River here, including Clark's nearby campsite; other items addressed are the Indian name of the river and the 7th Cavalry's 1877 campaign. In a park in **Glendive (43),** along Old US 10, is an MDT sign which describes the Expedition's passing, their boat, and the buffalo they saw; the rest of the sign addresses buffalo hunting and cattle.

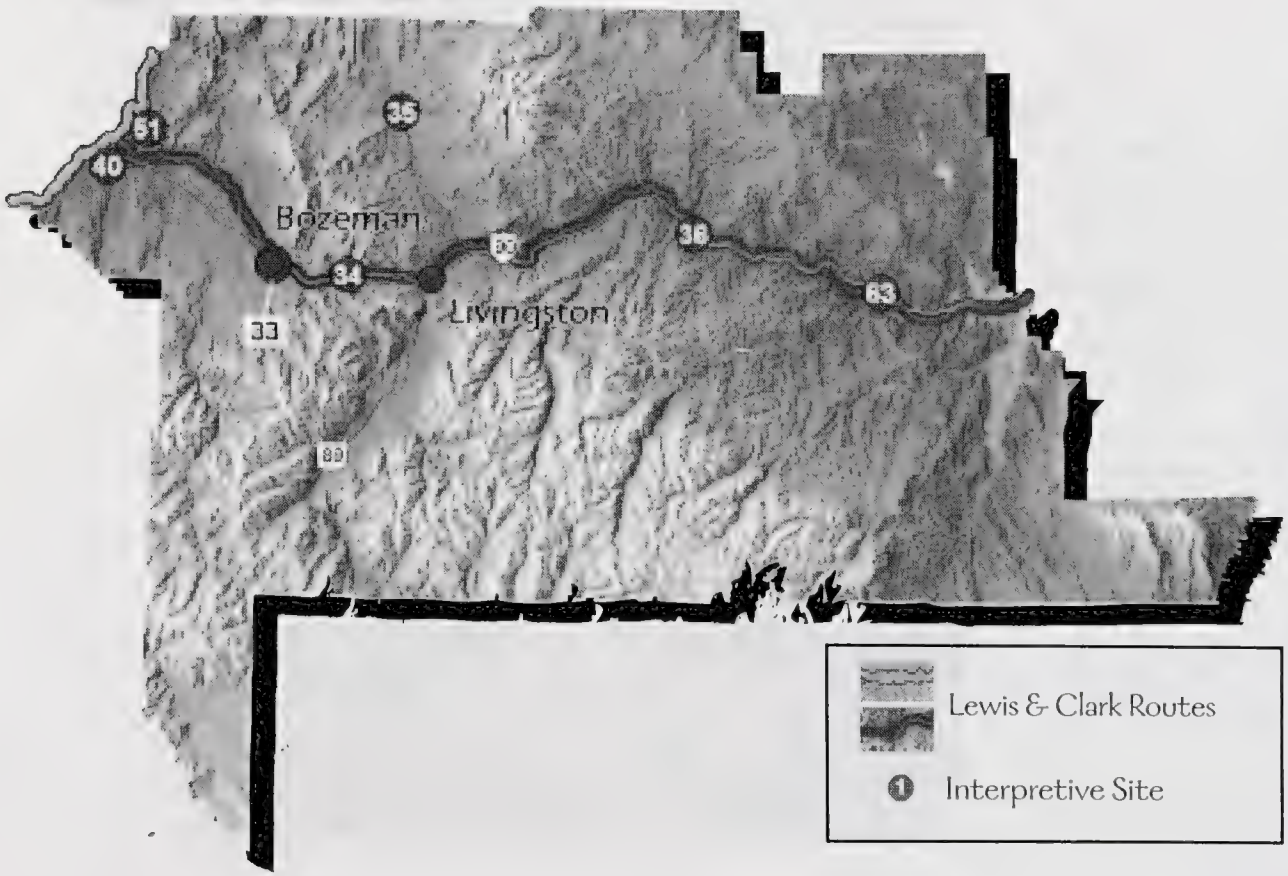
Yellowstone River Valley

CUSTER COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
38	Pompey's Pillar	MDT	Geographic Feature, Sign now missing	None	I 94 Frontage Rd, 20 miles E of Billings	Sign removed, structure present	Barren pullout	Original would be good here
39	Pompey's Pillar	BLM	Geographic Feature, Travel Route	None	I 94 Frontage Rd, 20 miles E of Billings	Good	Good with some integrity	Good, but a lot happening here
40	Junction Big Horn	MDT	Only noted passing, Sign now missing	Yellowstone, Fur Trade, Indian Wars	I-94 Custer rest area	Sign removed structure present	Cluttered with fence, info signs	Has to compete with too many distractions
41	Rosebud	MDT	Only notes passing	Fur Trade, Buffalo	I-94 Hathaway rest area	Inconsistent style	Distracting cluttered	Confusing, too many themes
42	Powder River	MDT	Geographic Feature	7th Cavalry	Old US 10	Good	Barren pullout	Fletcher text works here
43	Glendive	MDT	Only notes passing	Hunting, Cattle	Old US 10 in Glendive	Weathered	Bad greenway below traffic	Very poor



Gallatin River at Headwaters State Park

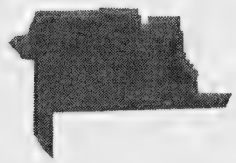


YELLOWSTONE COUNTRY

Yellowstone Country encompasses the headwaters of the Three Forks area, the Gallatin River drainage and part of the Yellowstone River. The entire I 90 corridor here parallels the route Clark's party took east.

Three Forks is a focal point for both the trip west and the return. The original character of much of the area is preserved in **Headwaters State Park (51).** Interpretation is intensive here, and varies in quality.

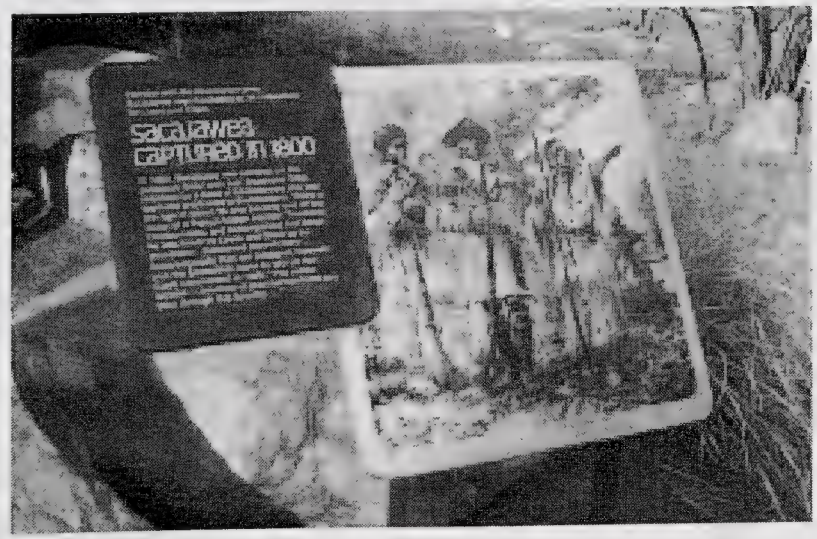
An entrance pullout area has orientation signage that mentions Lewis and Clark, along with signs describing other historic themes. Expedition interpretation is centered at a picnic area in the middle of the park. Signage is focused around two roofed, open-sided interpretive stations with numerous signs addressing background of the Expedition (European interest in the Missouri, Louisiana Purchase), Sacajawea's capture, the Expedition's arrival and route through the three rivers area, along with



YELLOWSTONE COUNTRY

much early fur trade history and events connected with the area. Numerous memorial plaques dedicate the completion of this site for the American Bicentennial. An interpreted trail winds over the knoll above this site where signage points out the hill that Lewis climbed to get his first view of the area.

Clark' journey overland through the Gallatin River Valley is toward the Yellowstone River is interpreted by three historical markers. The first, one mile east of Three Forks on old Highway 10 (now Secondary 205), describes Sacajawea and the Three Forks and John Colter's presence in the area. The second, on Highway 10 two miles east of Bozeman (33), talks about Clark's passage through the valley. The third, on I 90 on Bozeman Pass, briefly describes Clark's passage through the pass on July 15, 1806. The marker aslo commemorates John Bozeman and the establishment of his trail over the pass in the 1860s. In the Yellowstone River valley an MDT sign addressing the Expedition's camp at the mouth of **Shield's River (35)** is located on US89, on the upper parts of the river, near Wilsall. Another MDT sign, on I 90 at **Greycliff Rest Area (36)**, describes Clarks' party constructing canoes for the downriver journey on the Yellowstone. Just south of Columbus a city-owned sign at **Itch-ke-pe Park (63)** recounts Clark's naming of the Rosebud River.



Top and Right – Headwaters State Park, MFW&P

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

YELLOWSTONE COUNTRY—INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
33	Gallatin Valley	MDT	Expedition passing, natural history (sign missing)	Bozeman Trail, Ft Ellis mon. tag-on	Old US 10, 1.5 miles E of Bozeman	Good sign structure present	Barren pullout	Fletcher text seems OK here
34	Bozeman Pass	MDT	Sacajawea led Clark thru pass (sign missing)	Bozeman & Bridger	I 90 pullout	Poor sign structure	Barren pullout	Would be dangerous to stop here
35	Shield's River	MDT	Geographic Features, Expedition passing	Jim Bridger, Wagon road	US 89, 1/2 mile N of Wilsall	Fair structure	Barren pullout	Location far from subject (river mouth)
36	Capt. William Clark	MDT	Canoe making	None	I 90, Greycliff rest area	Fair structure	Behind chain-link	Has to compete with other signs and structures
51	Missouri Headwaters	MFWP	Geographic Features, Sacajawea's story	Fur trade, Gallatin City, Homesteads	4 miles NE of Three Forks	Weathered, cluttered, dated	Busy place, power line detracts	Clutter at each installation is distracting
63	Itch-ke-pe Park	City	Geographic Features, Expedition passing	None	1/2 mile S of Columbus	Weathered, disrepair	Barren placement	Unappealing

Clark's Lookout State Monument, MFWP

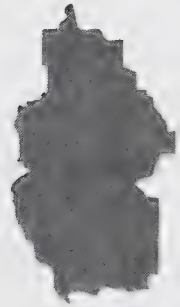
Lewis & Clark Routes

1 Interpretive Site

GOLD WEST COUNTRY

Gold West Country ranges from open prairie or high desert on the east that the expedition crossed on their way to the high basins and mountain passes in the west. Lewis' return route along the **River of the Road to the Buffalo** is in the north of Gold West Country along the MT 200 corridor. This route currently contains no Lewis and Clark interpretation (an MDT sign at **Alice Creek** is missing). Interpretation in the Lewis and Clark Pass area on the continental divide, north of MT 200 features to two USFS signs. Just north of Augusta on US 287 is MDT sign **Sun River (44)** which just mentions Lewis' passage.

I 15 parallels the Missouri River north of Helena. From Wolf Creek, the interstate exits the Missouri River Canyon, it crosses the plains where Clark passed on his overland route heading west, while Lewis followed the Missouri through the river canyon of the Gates of the Moun-



tains. Along this stretch there is currently no interpretation. At the **Gates of the Mountains** exit north of the Helena Valley there used to be interpretation that has been removed. Lewis' route along the Missouri continued through Hauser Lake and Canyon Ferry Lake.

Gold West also contains the Jefferson River including the Beaverhead and Big Hole drainages. Along MT 2 from Three Forks to Whitehall is a picturesque byway containing interpretation starting with Three Forks, the MDT sign by the bakery at the US 287 exit off I 15, which mentions **Lewis and Clark at Three Forks (32)** and talks about John Colter's run. In Three Forks itself is the DAR **Sacajawea Memorial (78)**. MT 2 parallels the Jefferson for several miles, but the next Lewis and Clark interpretation is not until **La Hood (23)** where there is a double MDT sign describing Lewis and Clark campsite, all the animals they shot for dinner and the other a Fr. Pierre DeSmet sign. The real treasure of La Hood is across the road from the sign; an intact 1930's tourist information stop. This is a bit of early tourism charm that deserves to be preserved. The final few miles of the route goes through Jefferson River Canyon.

South and east of here on the Beaverhead, the travel route is along MT 41 from Whitehall to Dillon. Along this corridor, the interpretation consists of two MDT signs. One, **Jefferson Valley (24)**, addressing the westward march looking for the Shoshonis and Clark's return route, the other is **Beaverhead Rock (25)** which describes finding the landmark, its importance for their route and their camp beneath it. **Clark's Lookout (66)** is a state monument located at Dillon but there is currently no interpretation there. From Dillon the route parallels I 15 past **Rattlesnake Cliffs (67)** (no Lewis and Clark interpretation). An MDT sign that has been moved from its original location interprets the mining town of Bannack and mentions Lewis and Clark passing near there. A BOR sign at an interpretation overlook at Canyon Creek Reservoir addresses **Camp Fortunate (2a)**. A public access area nearer the dam contains a relocated DAR **Sacajawea Memorial (2b)**. Travel over Horse Prairie and Big Hole to the Bitterroots is interpreted at **Lemhi Pass (3 through 6)**, **Gibbon Pass (10)** and Jackson Hot Springs.

GOLD WEST COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Theme	Other Theme	Location	Condition	Setting	Effectiveness
2a	Camp Fortunate	BOR	Geographic Features, Expedition story	None	Clark's Canyon Overlook	Very Weathered parts missing	Good	Text intensive, but Message is good, Condition distracts
2b	Sacajawea Memorial	BOR	Sacajawea	None	Clark's Canyon Picnic Area	Good	Barren, dirt parking lot	Setting distracts from message
3	Distant Fountain	USFS	Geographic Feature	None	Lemhi Pass	Not visited	Not visited	Journal quote OK, sign look is good for the style
4	Bestride the Missouri	USFS	Geographic Feature	None	Lemhi Pass	Fair	Detracts from natural setting	Old style, Sign look & text not very effective
5	Lemhi Pass	USFS	Geographic Feature	None	Lemhi Pass	Fair	Detracts from natural setting	Text & sign look OK for the style
6	High Mtn Pass	USFS	Geographic Feature	None	Lemhi Pass	Fair	Detracts from natural setting	Old style, sign look & text not very effective
10	Gibbon's Pass	USFS	Travel Route	Nez Perce War, later history	FS 106.3 East of US 93	Very battered	Not visited	Photo of sign shows old style text-intense sign
16	Travois Ruts	USFS	Cultural Feature	None	Lewis & Clark Pass	Fair	Good	Old style sign look and text
17	Lewis & Clark Pass	USFS	Geographic Feature	None	Lewis & Clark Pass	Fair	Good	Old style sign look and text
23	Lewis & Clark Campsite	MDT	All the animals they shot for dinner	Fr Pierre Desmet	La Hood	Good	Fairly barren pullout	Old MDT style, works with La Hood's 1930's tourism feel

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

GOLD WEST COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Theme	Other Theme	Location	Condition	Setting	Effectiveness
24	Jefferson Valley	MDT	Geographic Feature, Expedition Route	None	MT 41, 5 miles N of Twin Bridges	Needs new paint	Barren pullout	Fletcher sign text is focused and works here, empty setting detracts
25	Beaverhead	MDT	Geographic feature	Later history	MT 41, 17 miles N of Dillion	Structure has no integrity	Barren pullout	Fletcher sign text is focused and works here
32	Three Forks	MDT	Geographic Feature, Expedition Route	Colter's Run, Fur Trade	I 90 at US 287 exit	Good, but no rock base	Hidden, barren	Sign has been moved to this wrong location
44	Sun River	MDT	Geographic Feature	Blackfoot, Irrigation	US 287, 2 miles N of Augusta	Good	Barren pullout	Text is too light on Lewis & Clark theme; too far from Sun River
52	Bannack	MFWP	Only notes trail location	Bannack	Bannack State Park	Good	On edge of parking lot	1925 D.A.R. marker
66	Clark's Lookout	MFWP	Geographic Feature	None	MT 91 at Dillon	No signs present	Fairly good integrity	Good experience climbing this knoll; good views
67	Rattlesnake Cliffs	MDT	Expedition Route	Bannack mining	I 15, MP 55, Barretts Parking Area	Good	A little cluttered	Wrong sign here, No mention of Rattlesnake Cliffs
78	Sacajawea Monument	City	Sacajawea	None	Three Forks	Good	Greenway	Nice older bronze Plaque Monument
49	Toston Dam	BLM	Geographic Feature, Expedition Route	None	Toston Dam	Good	Edge of parking lot	Very Poor, wordy, no graphics, too many logos

ASSESSMENT

INTERPRETIVE SITE OWNERSHIP BY REGION

Region	MDT	MFWP	USFS	BLM	COE	BOR	MPC	NPS	CITY	Totals
Custer	5			1						6
Missouri	2			1	1			1		5
Yellowstone	4	1							1	6
Gold West	6	2	6			2				16
Glacier	6		14						2	22
Russell	7	2	1	6			3			19
Totals	30	5	21	8	1	2	3	1	3	74

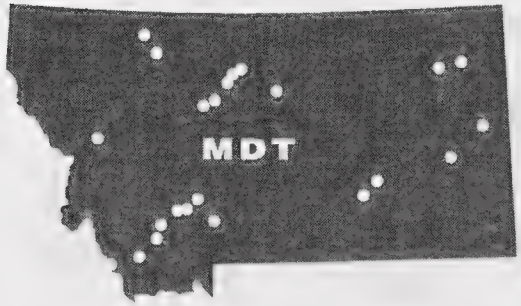
MDT

The original MDT signs were designed and built to be located along two-lane roads. They are all one design, but not one authorship. Several subsequent authors have written text for the highway historical marker program. After the interstate highways were built, a number of these structures were either relocated to interstate rest areas, adapted to some other setting, or simply removed and never replaced. Replacement and repair of design and structure elements became less standardized over time (square posts replaced round ones, connectors changed, colors were changed).

One essential design element is the stone base. In some of the newer versions or in signs that were moved, these bases were eliminated. Some of the relocated signs were placed two to a rest area in locations where the geographic association with the interpretation is difficult to identify or where the relationship between the signs is confusing. There is no longer an identity with place. Integrity of setting has been compromised and the feeling of the original placement has been destroyed, rendering the interpretation less effective. Older examples of this sign type typically show weathering; fading and peeling paint. There is some evidence of vandalism but on the whole it doesn't seem to be a significant problem.

Black Eagle Falls, MDT

This interpretation worked well on the slower, two lane roads for which it was designed. The concept has weathered well. The idea of a consistent, standardized interpretation was, and remains a very good one. This interpretation is very low maintenance (slap on a new coat of paint, replace a rock or a board).



On the other hand, so much of the same look tends to blur with repetition and the impact of the information may become diluted.

The sign format enabled a lot of information to be communicated in a small space. This text-intensive approach was obviously designed for a population that did a lot more reading. The text has become dated although it has a nice flavor when viewed as 'historic' interpretation and in the proper setting. Overall, the text lacks orientation to the landscape or the story.

The graphic elements that were included in the design were attractive and appropriate for the time; however, for people used to today's visually indulgent medium, the subtleties of this type of illustration are mostly lost.

USFS

There are two approaches characteristic of Forest Service interpretive styles, each dating from different eras. The older are single wooden panels (usually scalloped edges) mounted on simple wood posts often with a separate sign at the top identifying Lewis and Clark. The elements of the signage are identical; signboard, painted, routed text and graphics. As with the MDT style signs, maintenance on these is easy. The overall effect, however, is sometimes choppy or disjointed with too many unrelated elements. These signs are easy to maintain. They may have worked at the time, however for today's greater understanding of Native American

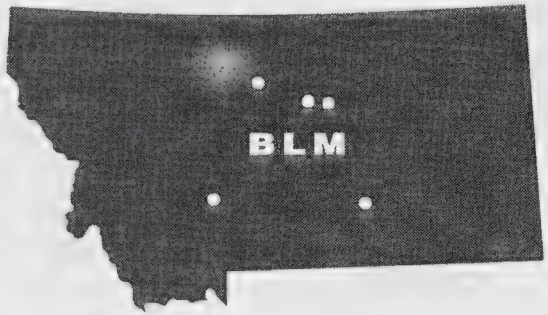
'Verry Bad Passing', USFS

Howard Creek, USFS

contributions to the expedition some of the graphics are dated or offensive. Unlike the MDT, some fail to communicate charm and do not stand the test of time. However, the original rustic style concept of these signs is an appropriate and sound approach.

ASSESSMENT

A more recent USFS design concept with a new approach is more effective (for example, Howard Creek). It relates well to the landscape in structure design, depth and breadth of theme. The structure blends well with the environment. The illustrations are well done and engaging. The text is much more relevant, presenting richer concepts instead of just information.



BLM

There is no typical BLM approach to existing interpretation. Unlike MDT and USFS, there is no roadside signage for the highway traveler. Interpretive installations target recreationists rather than motorists. All of the existing BLM interpretation is from the last several decades and appears dated.

NPS

Interpretation in the state is limited to the reconstructed Ft. Union on the far eastern edge of the state. There is actually only one sign at the site that addresses Lewis and Clark and it is a fine example of typical Park Service grid-style interpretation; full color graphics, embedded fiberglass and mounted on steel posts.

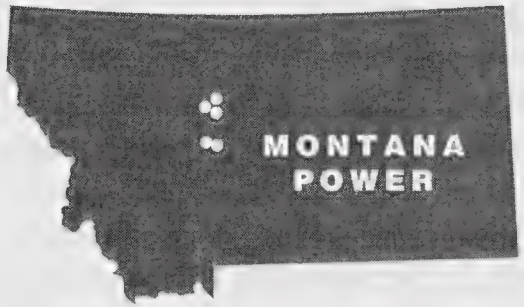
BOR AND COE

Each have significant interpretive facilities on reservoir overlooks. COE has recently installed interpretation at Ft. Peck Dam. Their signage consists of embedded fiberglass panels installed on an attractive rock wall overlook. BOR interpretation at Clark's Canyon uses an older approach with rock walling and features behind wood panel signs. Also at Clark's Canyon is a 1920's era DAR bronze plaque on a boulder.

MDFWP

A series of state parks are connected to significant geographic features in the Lewis and Clark story: Giant Springs, Three Forks, Clark's Lookout. These are among the earliest interpretive facilities and have always been a focus of Lewis and Clark interpretation, from 1920's era bronze plaques to 1970's interpretive signs installed during the centennial. These long established sites have benefited from years of public attention. They are all located in parks that are well developed and maintained.

Giant Springs State Park, MFW&P



MPC

On the Missouri River, Montana Power Company has four significant sites, all at dam locations. Interpretive signage is of various ages ranging from older monuments and plaques (Ryan Dam) to newer wood panel signage (Rainbow Falls). These signs are weathered and old.

CITY

There are various city monuments ranging from simple bronze plaques (Three Forks) to sculptures (Ft Benton, Great Falls). These are generally in excellent condition.

THEME

Most of the existing interpretive signage throughout the state is of the "Lewis and Clark passed here" type – one or two lines that give cursory mention of the Expedition and are usually used as a lead-in or add-on to text that addresses various subjects. Following is a general breakout by theme. Half of all interpretive sites focus on geographic features – they mention that Lewis and Clark passed (and often named) a certain river or mention a prominent landmark. Almost that many (31 out of the 74) reference the travel route taken by the Expedition through an area; most of these are located in Glacier Country.

Sacajawea monument at Clark's Rest, BOR

CURRENT INTERPRETIVE TOPICS BY REGION

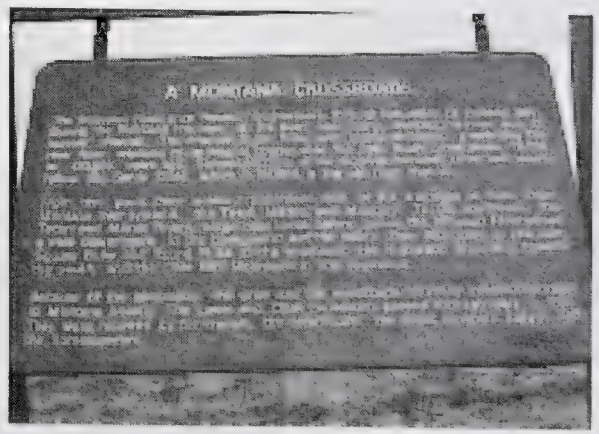
	Gold West	Glacier	Russell	Missouri	Custer	Yellowstone	TOTALS
Geographic Features	11	10	7	2	3	4	37
Expedition Story	1	1	6			3	11
Sacajawea	1		1			2	4
Expedition Travel Route	4	15	2	2	4	4	31
Animals They Ate	1	2					3
Natural History			2	1		1	4
TOTALS	18	28	18	5	7	14	

Eleven out of 74 signs address some aspect of the Expedition story, concentrating on what some or all of its members were doing. Most of these are in Russell and Yellowstone countries.

- Four out of the 74, mostly in Russell Country, deal with some aspect of natural history.
- Four, mostly in Glacier Country, describe animals eaten for dinner
- Four, mostly in Yellowstone Country, include Sacajawea.

The majority of signs in Russell Country refer to geographic features, and nearly all of these concern the falls of the Missouri River and the portage around the falls.

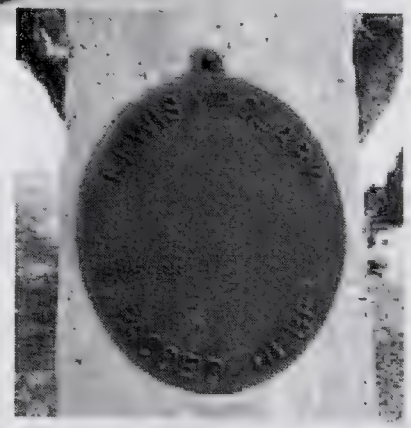
The most consistent message conveyed across the state is of the Expedition moving through an empty world. This is expressed through selective, edited journal quotes, which reflect the understanding, point of view, or amount of effort put forth by the text writer: *Lewis and Clark note and name rivers, wonder at and eat the animals and plants they encounter, mended their equipment, labor along, across, up and over many obstacles, and on rare occasion (in the western part of the state), encounter other people they really don't understand.*



'Montana Crossroads', MDT

Pompey's Pillar, BLM

Lee Creek, USFS



Ryan Dam,MPC

LOCATION

Two-lane highways contain the majority of the existing interpretation, along with the best balance of the existing story.

On some stretches interpretation is intense:

- US 12 along the Lolo corridor,
- US 87 from Great Falls to Loma,
- the upper Bitterroot River valley along US 93, and
- the old east-west tourist route of US 10.

On most of these stretches the old MDT signage is still found in its original locations. Many of the interpretive sites offer panoramic vistas of scenery almost unchanged from the last 200 years, which mitigate dated and weathered signs – here even poor interpretation seems to work. Many more are in areas once peaceful, that are now cluttered by development and noisy with traffic; even good interpretation fails to engage here.

Other two-lane road corridors along the Expedition route are completely void of interpretation for vast distances:

- most of the eastern half of the state along the Missouri and Yellowstone rivers,
- the MT 200 corridor from Missoula to Great Falls,
- I 15 Frontage Road corridor from Great Falls to Helena, and
- the Big Hole and Horse Prairie valleys in western Montana.

Along the interstates the Lewis and Clark message is sparse.

A traveler who stays on the interstate system encounters little information about the Expedition. East-west across the length of the state on I 94 and I 90 interstate, interpretation is limited to a mention of Clark's route east at two rest areas and with a description of making canoes at one other rest area. North-south on I 15 the sole mention of Lewis and Clark is at a former rest area south of Dillon where one line of text notes that they passed by - and nothing more.

'Captain Meriwether Lewis', MDT

Opportunities to discover Lewis and Clark exist in several interpreted backroad areas such as:

- the Missouri Breaks Backcountry Byway (BLM) south of Fort Peck Reservoir,
- the road across Horse Creek prairie and over Lemhi Pass, and
- the Alice Creek Road, off MT 200, going toward Lewis and Clark Pass.

Existing opportunities to park and walk into a landscape are limited:

- Headwaters State Park, the riverside trail east of Great Falls,
- the trail downriver from Hauser Dam,
- the short trail to Decision Point overlook,
- the stairs up Pompey's Pillar and its surrounding parkland.

There are a few Lewis and Clark focus areas where a visitor can get more information:

- the Lewis and Clark NHT Interpretive Center in Great Falls,
- the State Historical Society's Museum in Helena, and
- to a lesser extent, Headwaters State Park, Giant Springs State Park and Pompey's Pillar.

'Big Horn', MDT

Lemhi Pass

'Farthest Point West'

EFFECTIVENESS

A consistent problem across the state is a lack of orientation to the landscape. A visitor is frequently left with no idea of where they are in relation to actual location of events in the story. The visitor traveling through Montana finds randomly placed interpretive signage, some areas are heavily covered with interpretations while others are sparse.

- Orientation to the landscape is poor
- Maps of the river systems, which are so vital to understanding the route and the story, are absent
- Little accurate information is provided concerning the native people (their history, their use of the land and its resources) whose traditional lands the Expedition, as well as the visitor, are traveling through

Lewis and Clark routes intertwine with several other major existing and developing trail corridors:

- Nez Perce Trail,
- Lolo Trail,
- Bannack Trail,
- Continental Divide Trail,
- Bozeman Trail, and
- River of the Road to the Buffalo.

There is no cohesive, larger picture given of these. The visitor is left to their own devices in figuring out how they relate, meet and diverge. It is a two dimensional view of a three dimensional world. Inclusion of these features would help to give a more complete orientation to the Corps of Discovery.

This assessment is focused on the state and federal agency interpretive sites. The few city-owned installations already mentioned were visited as well. Collateral materials gathered along the route generally consisted of either brochures and maps produced by agencies for specific facilities or land management units (for example, a national forest or a state park), and magazines produced by the various tourism regions. Two fine examples of the first type are "Lewis and Clark in the Rockies" and "Lewis and Clark on Lolo Trail" produced by USFS. A few of the tourism region publications give brief mention to the Lewis and Clark expedition or a specific interpretive site, but none yet take full advantage of this opportunity to focus on Lewis and Clark. Numerous internet sites provide good content and location information for interpretive installations (for example, 'Montana Lewis and Clark Discovery Points' (www.lewisandclark.state.mt.us)and 'Lewis and Clark in Beaverhead County' (www.wmc.edu/acad/bustech/lewis/clark.html). The murals at the state capitol building in Helena, the county courthouse in Missoula, and the museum of the State Historical Society in Helena add a rich timeless aspect to Lewis and Clark interpretation.

'Decision at the Marias' sculpture, Fort Benton

Heritage Design Team, Shields River, MDT

FINDINGS

Viewed as a whole, interpretation across the state has many manifestations – different looks and approaches from different ages. While there are many gaps and unanswered questions in the story of Lewis and Clark in Montana, existing interpretation provides a good foundation on which to build.

Major Findings and Recommendations (summary of chapter 1)

Finding I. Most existing facilities could use a little clean-up. There is a rich system of interpretive signs in place across most of Montana upon which to build. Many of these sites are well managed with facilities in good repair, but in general, most sites require better maintenance and most signs would benefit from some paint.

Recommendation: Every agency should place a high emphasis on performing needed maintenance of existing interpretive signs and facilities by 2003.

Finding II. Interpretation of Indian people is minimal. While existing signs do a good job of pointing out where the expedition camped and where they say or did interesting things, the rich heritage of Montana Indian Tribes, their cultures, interactions with Lewis and Clark and subsequent history is not told in many places.

Recommendation: Place special emphasis on integrating the Indian stories at existing sites and create a system of Indian focus sites across Montana. Tribes should be involved in planning and designing these new signs from the early planning stages. Where possible, interpretation should tell the story from an Indian perspective and be developed by Indian people.

Finding III. Among the truly unique resources in Montana are the expansive rural landscapes which still look much as described by Lewis and Clark. These landscapes with their rich botanical and wildlife populations are not interpreted fully in many areas, and offer great opportunities to tie Lewis and Clark history with contemporary natural resource conservation issues.

Recommendation: Establish an interagency system of designated places on public lands to explore the varied landscapes/ecosystems of Montana along the Lewis and Clark Trail. At each site use journal entries, tribal oral histories, and contemporary science to create understanding of how these landscapes continue to evolve. Together, these sites would constitute a Montana natural history outdoor museum stretching across the state

Finding IV. There is little coordination of Lewis and Clark site interpretation. Each public land agency has their own style of sign design and supporting bases, with content that frequently overlaps.

Recommendation: Identify design elements and standards that can be adopted across agency ownership to unify the look of Lewis and Clark interpretation in Montana, and coordinate efforts between agencies to present a complete and cohesive story.

Finding V. There is a lack of traveler orientation aids. Visitors do not currently perceive any grand scheme or sense of unity as they travel across Montana and often do not know where they are physically in relationship to where Lewis and Clark traveled or what part of their journey is represented.

Recommendation: Incorporate maps into interpretive sites that characterize the landscape and will orient the visitor to the land and the story.

EXISTING SITES

Site #	Name	Agency	
1	Lewis & Clark Interpretive Center	USFS	
2a	Camp Fortunate Overlook	BOR	
2b	Sacajawea Memorial	USFS	
3	Distant Fountain	USFS	– Site # 5
4	Bestride the Missouri	USFS	– Site # 5
5-6	Lemhi Pass	BLM	– Site # 5
7	Lost Trail Pass	USFS	signs removed
8	Freeway to History	USFS	
9	Spring Gulch	USFS	
10	Gibbon's Pass	USFS	not visited due to snow
11	The Lolo Trail	USFS	
12	Anderson Gulch	USFS	
13	Lolo Hot Springs	USFS	
14	Lee Creek	USFS	
15	Lolo Visitors Center	USFS	
16	Travois Ruts	USFS	not visited due to snow
17	Lewis & Clark Pass	USFS	not visited due to snow
18	Camp Disappointment	MDT	
19	Farthest Point West	Unknown	
20	Captain Meriwether Lewis	MDT	
21	Jct. of Hell Gate & Big Blackfoot Rivers	MDT	
22	Travelers Rest	MDT	
23	Father De Smet/L & C Expedition	MDT	
24	Jefferson Valley	MDT	
25	Beaverhead Rock	MDT	

Site #	Name	Agency
26	Lewis and Clark Portage	MDT
27	Black Eagle Falls	MDT
28	Fort Benton	MDT
29	Maria's River	MDT
30	A Montana Crossroads	MDT
31	Fort Chardon	MDT
32	Three Forks of the Missouri	MDT
33	Gallatin Valley	MDT
34	Bozeman Pass	MDT
35	Shields River Valley	MDT
36	Captain William Clark	MDT
37	Wolf Point	MDT
38	Pompey's Pillar	MDT
39	Pompey's Pillar	BLM
40	Jct. of Big Horn & Yellowstone Rivers	MDT
41	Rosebud Creek	MDT
42	Powder River	MDT
43	Glendive	MDT
44	Sun River	MDT
45	Upper Missouri Visitor Center	BLM
46	Decision Point	BLM
47	James Kipp Recreation Area	BLM
48	Missouri Breaks Byway	BLM
49	Toston Dam Rec Area	BLM

Site #	Name	Agency
50	Giant Springs/Heritage State Park	MFWP
51	Missouri Headwaters State Park	MFWP
52	Bannack State Park	MFWP
53	Fort Owens	State Parks
54	Fort Union Trading Post	NPS
55	Fort Peck Dam	COE
56	Howard Creek	USFS
57	Fort Peck Indian Reservation	MDT
58	Lewis and Clark Monument	City of Ft Benton
59	Ryan Dam Park	Montana Power
60a	Rainbow Dam	Montana Power
60b	Lewis and Clark Scenic Overlook	Montana Power
61	West Bank Park	City of Great Falls
62	Lewis and Clark Campground	USFS
63	Itch-ke-pe Park	City of Columbus
64	Sacajawea Island	City of Great Falls
65	Upper Missouri National Wild &Scenic River	BLM
67	Bannack	MDT
68	Ross' Hole	MDT
69	Trappers Peak	
70	"Verry Bad Passing"	USFS

Site: #1 **Name:** Lewis & Clark National Historic Trail Interpretive Center

Date: 2/23/99

Ownership: USDA Forest Service

Access to Site: US 87 South (River Drive) to Giant Springs Road. 0.4 miles from the junction of River Drive N. and Giant Springs Road.

General Description: 25,000 square foot interpretive center, library, conference center, etc.

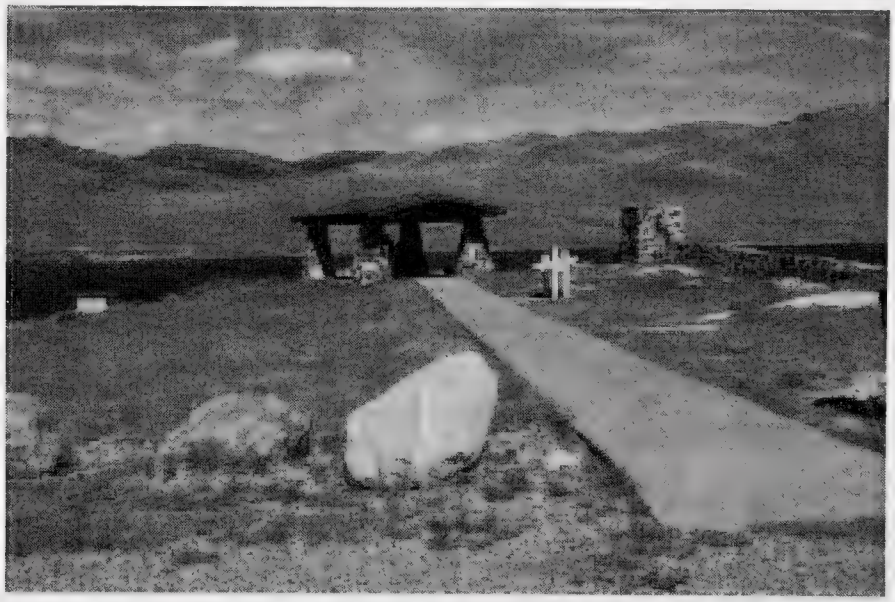
Evaluation: Design of the building is very effective, especially the use of architectural details to focus visitors attention on natural site elements. The shape and color of the exterior does an excellent job of mirroring the surrounding landscape. The lodge and its accompanying sound track were very effective.

The Center, the most complete interpretation of the Lewis and Clark expedition in the state of Montana, effectively interprets the expeditions relationship to the Indian tribes of the Northwest and provides orientation for visitors to sites throughout Montana.

Date Installed/Updated: 1998

Designer/Manufacturer: Deaton

Site: #2a **Name:** Camp Fortunate Overlook **Date:** 3/30/99



Ownership: Bureau of Reclamation

Access to Site: Off I 15 at Clark Canyon Reservoir, across the reservoir south 1.2 miles from dam to overlook on a graveled overlook off the left side of the highway going south.

General Description: Low cemented stone walls follow the reservoir side of a graveled overlook. There is a picnic shelter at the end of a cement path about 200 feet from the parking area. The shelter is constructed with square, cemented stone columns tapering up from about four feet to about two feet near the top and has a shake roof. Set in the stone wall is a sign? On the path, halfway to the shelter, is a low-angled wood sign with a Plexiglas cover set on round posts painted yellow.

Features:
A. Sign
B. Square Rock Structure
C. Picnic Shelter
D. Sign north and below the picnic shelter
E. Rock wall running along the edge
F. Parking Lot
G. View

Evaluation: The paint on the sign is peeling badly, was badly hand painted, contains poor text, and poor construction.

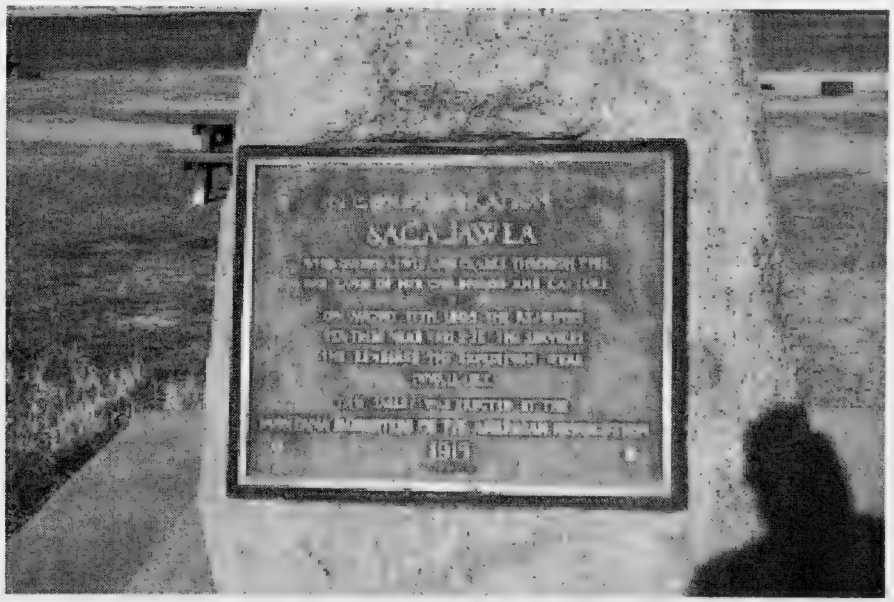
Recommendations: There is a bas relief sculpture in the wall alcove of something "campy." Replace the painted sign with a sign on a low boulder. Sacajawea being reunited with her people is an important theme. Getting horses, changing transportation, and caching of canoes is a second theme. Maybe the stashing of canoes is good for a bas relief-do something with a canoe and horse as two visuals for theme.

Site Text/Site Detail:

CAMP FORTUNATE (logo upper left).

The Lewis and Clark Expedition of 1804-1806 explored the upper reaches of the Louisiana Purchase to establish US claims to the Pacific Northwest. Few points along their route have the significance of Camp Fortunate or Two Forks, now beneath the waters of the Clark Canyon Reservoir. Captain Lewis, following an Indian trail in advance of the expeditions main party, first reached the junction of Red Rock River and Horse Prairie Creek on August 10, 1805. Two days later, he crossed the continental divide at Lehmi Pass, west of the overlook, and met Shoshoni Indians. On August 17, Lewis rejoined Clark and the main party at this site where they camped with the Shoshoni Indians until August 24. At the meeting, expedition interpreter Sacajawea, also a Shoshoni, was reunited with her brother Cameahwait, whom she had not seen in five years. Through her, Lewis and Clark negotiated for horses-all important for the expedition's trip across the mountains to the Columbia River Drainage. Here, too, expedition members cached canoes and supplies for their return. William Clark revisited his point in July of 1806 to empty the cache and continue the trip down the Missouri to St. Louis. The camp bore the name "Fortunate" for the meeting with the Indians, and the important transition from water to overland travel. The actual valley where the reservoir is located today, was called "Service Berry Valley" by Lewis and Clark, and Horse Prairie was designated "Shoshone Cove."

Site: # 2b **Name:** Sacajawea Memorial **Date:** 3/30/99



Ownership: unknown

Access to Site: Off I 15 at Clark Canyon Reservoir, immediately south at interstate exit

General Description: On the south side of Secondary 278, and the east side of the reservoir, is a campground with graveled drives lined with large rocks and upright 2' tall posts. Iron fire pits and covered wooden picnic shelters are arranged along the water. The Sacajawea Memorial is a large granite boulder set on end with a brass plaque about 2' square set in a square concrete base stepped with two levels. The base measures approximately 4' square and approximately 1 foot high. Plaque is dated 1915. Some deciduous trees are on the site. "In Commemoration of Sacajawea who guided Lewis and Clarke through this the land of her childhood and capture on August 17th 1805 she rejoined Her tribe near this site. The services she rendered the expedition were Invaluable." This tablet was erected by the Montana Daughters of the American Revolution 1915.

Features: A. Rock
B. Picnic area
C. Lake

Evaluation: The site has a rather unattractive reservoir setting. The rock was obviously moved when the reservoir was built. Recommendations: Improve the setting by using sand rock and cactus at the base. Consider using the peace medallion as a logo for all of the interpretation in this area (both around the reservoir, toward the pass, and just beyond), since this was the first opportunity they had to give out the medallions in the Rockies (first Indians they met).

Site: #5 **Name:** Lemhi Pass **Date:** 6/23/99

Ownership: USDA Forest Service

Access to Site: On Bitterroot Divide, about 13 miles northwest of Secondary 324 (Grant - Bannack Pass Road) on Lemhi Pass Road.

General Description: Several signs are located at beside the road at the exact pass. Feature D and E are located at Sacajawea Picnicground, about 1/8 mile SE of the pass and accessed by a gravel road. All signs are simple painted plywood panels (cream lettering on dark brown background), mounted on 4x4" and 6x6" cedar posts and crosspieces.

Features:
A. Lemhi Pass sign
B. High Mountains West sign
C. Trail Creek Pass sign
D. Distant Fountain sign
E. Sacajawea Historical Area

Effectiveness: The use of Journal quotes is very effective. But other text and graphics seem outdated. Too many signs at pass – it looks cluttered.

Recommendations: This beautiful and significant spot deserves more subtle and aesthetically pleasing interpretation. Perhaps a rock structure built into the hillside.

Sign Text:

Feature A: Lemhi Pass
Continental Divide Elevation 7339
Many feet have trod this trail. Shoshone Indians hunting parties rode across Lemhi Pass to find buffalo in the eastern plains.

Lewis & Clark were the first white men to cross. Soon others came to trap and to farm the rich valleys below. The Red-Rock Salmon Stagecoach Line used the pass in the late 1800's.

Feature B:

"after refreshing ourselves we proceeded on to the top of the dividing ridge from which I discovered immence ranges of high mountains still to the West of us with their tops partially covered with snow. I now descended the mountain about _ of a mile which I found much steeper than on the opposite side, to a handsome and bold runing Creek of cold Clear water. Here I first tasted the water of the great Columbia river."

Lewis Journal
August 12, 1805

Feature C:

You are looking down Trail creek to the Horse Prairie Valley. From the valley, Lewis, in advance of the main party, found the well-used Indian trail which led up Trail Creek to Lemhi Pass.

Feature D:

Lewis and Clark Expedition
"at the distance of 4 miles further the road took us to the most distant fountain of the waters of the Mighty Missouri in such of which we have spent so many toilsome days and wristless nights. Thus far I had accomplished one of those great objects on which my mind has been unalterably fixed for many years. Judge then the pleasure I felt in allying my thirst with this pure and ice-cold water… here I halted a few minutes and rested myself."

Lewis Journal
August 12, 1805

Feature E:

Sacajawea Historical Area
The inspiration and effort of Mrs. Laura Tolman Scott and the Daughters of the American Revolution resulted in dedication of this area in 1935 to the memory of Sacajawea - - Interpreter, Guide, and Counselor to Lewis and Clark.

Site: # 8 **Name:** Freeway to History **Date:** 3/31/99

Ownership: USFS

Access to Site: Sula Ranger Station on US 93 north of Chief Joseph Pass

General Description: 4 X 6 routed wood sign with black silkscreen on gray aluminum; text signs superimposed sign is an area map showing set in a semicircular landscaped area with cinder shrubbery and a poured concrete pad. Oriented toward visitors traveling south.

Features: A. Sign
B. Ranger station
C. Parking lot
D. 8'diameter circular concrete pad in front of sign

Evaluation: Aluminum signs are weathered and worn. Recommendations: Fix the crack in the sidewalk. Landscape the site with large rocks and native shrubs. Use porcelain or PVC for sign frames in rustic style (log type). The idea of a map is good, but add in some background graphics of people on horseback traveling down the valley. Work in some side bar text of Toby. Use some kind of relief to indicate topography. Show going up the valley as well as down. Show the trail on Idaho 93 as well.

Sign Text/Site Detail:

Site: #9 **Name:** Spring Gulch **Date:** 3/31/99

Ownership: USFS
Access to Site: Up the Hwy. from Sula
General Description: Graveled pullout bordered by cement pier and log retainers with a three rail fence behind, which separates the parking area from the picnic area. The picnic area consists of tables and older style restroom facilities (brown stained board and bat with a tin roof). The sign consists of two upright posts 12" in diameter and 7' tall. Bolted on the front is a routed 4 X 6 sign made of plywood with scalloped edges, painted oxblood red, and bolted onto the posts from the front at about 18" from the ground. The Lewis and Clark sign is made of 8" X 6" plywood, bolted onto the posts, and painted brown, as are the posts, with cream colored lettering.

Features: A. Sign
B. Recreation opportunities sign
C. Pullout
D. Structures behind

Evaluation: Sign looks low budget and worn. It is easily confused with the MDT sign (Forest Service should have its own identity).

Recommendations: Sign should be something nice. Maybe use multicolored embedded PVC on Arcadian frame. Use a CCC style to make it look rustic. Remove some of the posts in the front and put in rocks for a traffic barrier. Could plant something for landscaping. Could also use a little weed removal.

Sign Text or Site Detail: Trapper Peak has witnessed human activity in the Bitterroot Valley for at least 8000 years. Earliest valley occupants were prehistoric hunters and gatherers. The Bitterroot Salish Native Americans thrived in the valley until 1891, when they were moved to the Flathead Indian Reservation. In 1805, members of the Lewis and Clark

Expedition passed here; followed by traders, trappers, and missionaries. In an attempt to flee from the U.S. Army in 1877, the non-treaty Nez Perce Native Americans passed peacefully through the valley on their way east. Mining, agriculture, and logging brought settlers – and in 1876, the mountain was named by Granville Lee Shook, a surveyor for the Anaconda Mining Company, for its trapping success. Trapper Peak's timeless and sturdy form represents history, from the historic travelers of the past to the modern–day traveler of tomorrow.

Site: # 11 **Name:** The Lolo Trail **Date:** 4/1/99

Ownership: USFS

Access to Site: 1 mile west on US 12 from Jct. with US 93
General Description: Sign is a covered kiosk 10' long with an 8' tall frame constructed of cedar 8 X 8's which sit upon two 3' X 4' concrete piers which protrude approximately 1 ft. Structure is 8' tall and supports a 4 X 6 routed cedar sign with a Plexiglas cover on the front. The roof is 2 X 4 rafters, 1 X 4 rafter boards, and cedar shakes. The whole thing is painted a chocolate brown and has cream lettering. The signboard itself is not painted. It serves as an introductory kiosk to the Lolo Trail Highway. The signboard depicts a map of the major drainages on either side of the divide as well as the trail itself.

Features:

Evaluation: The sign contains some primitive paintings. The Plexiglas makes it very hard to read the text (dirty). The text is intensive. The stained cedar is a nice touch, though. Kiosk is not very attractive.

Recommendations: Begin the paragraphs with different colors or something to break it up. If the sign needs to be covered, it needs to be maintained. The Plexiglas was very hard to read through the dirt. Redo the kiosk as something more massive with timbers and landscaping. Have the title above the kiosk instead of "information." The text needs to be rewritten. Add some information about the buffalo hunt and the age of explorers. Don't diminish the view from this Hwy before the visitor gets to it. Use the kiosk like the Fort Fizzle one, only with gray timbers – this shape suggests a trail over the mountains and looks more like a gateway type structure.

Sign Text or Site Detail:

THE LOLO TRAIL

For nearly 200 years, until the late 1800s, the Lolo trail was used by the Nez Perce Indians of Idaho to reach the buffalo country east of the divide, and by the Flatheads of western Montana to reach the salmon and steelhead fisheries of the Clearwater River. Lewis and Clark followed it westward in 1805, and back in 1806.
From here to its terminus near Weippe (pronounced Wee-eyp), Idaho, the Lolo Trail mostly stayed high on the steep mountainsides and narrow ridges to the north, avoiding the brush-choked, meandering stream-course.

The modern water-level route of the Lewis and Clark highway, which was completed in 1961, offers little hint of either the hardships or the scenic grandeur the young explorers met on this leg of their search for the legendary Northwest Passage through the new Louisiana Purchase.

On your way west you will find exhibits erected by the Lolo and Clearwater National Forests, The National Park Service, and the Idaho Historical Society to relate some of the history of the Lolo trail, including the journeys of Lewis and Clark.

Site: # 12 **Name:** Anderson Gulch **Date:** 4/1/99

Ownership: USFS

Access to Site: 7.5 miles west of Lolo

General Description: Graveled pullout on the left side of the highway across from a farmhouse and in front of a pasture fence. There is a view of the mountains in the distance and Lolo Peak. The sign consists of 4 x 8 pressure treated posts, a 2 x 8 Lewis and Clark route crosspiece on top of the posts, spaced 5' apart and approximately 8' tall. The sign itself is made of plywood with scalloped edges and is painted brown. It is routed with multicolored designs on the top and bottom.

Features: A. Sign in a pullout.

Evaluation: The sign is weathered and vandalized. Recommendations: Tie into the entrance sign visually with structure for base. Redo the illustrations on the sign. A little bit of landscaping would enhance the site. Tie in the seasonal round of Nez Perce and Flathead to explain the teepees. Take advantage of the view and refer to Lolo Peak.

Sign Text or Site Detail:

Anderson Gulch

Lewis and Clark left Travelers Rest at the mouth of Lolo Creek the afternoon of September 11, 1805. They traveled west up Lolo Creek to Anderson Gulch and camped here for the night. Clark wrote, "... proceeded on up the creek on the right side thro a narrow valie and good road for 7 miles and Encamped at Some old Indian Lodges.... Hills on the right high & ruged, the mountains on the left high & Covered with Snow. The day Verry worm."

Site: # 13 **Name:** Lolo Hot Springs **Date:** 4/1/99

Ownership: USFS

Access to Site: On the north side of the highway, 26.5 miles west of Lolo

General Description: Sign is Forest Service scallop style.

Features: A. Sign
B. Parking lot
C. Pool complex
D. Development (condo) complex
E. Rocks
F. Newer hot springs sign

Evaluation: The sign is outdated, clumsy, and worn looking. Recommendations: Find the Salish name or traditional use of the hot springs. Use a big architectural style like down below and incorporate some large rocks.

Sign Text or Site Detail:

LOLO HOT SPRINGS

The travelers passed here westbound the morning of September 13, 1805. Clark wrote, "... I tasted this water and found it hot & not bad tasted...in further examination I found this water nearly boiling hot at the places Spouted from the rocks...I put my finger in the water, at first could not bare it in a Second." On the Return Journey they camped here June 29, 1806 enjoying a hot bath and four deer for supper, their first fresh meat in five days. Clark wrote, "... I observe after the Indians remaining in the hot bath as long as they could bear it run and plunge themselves into the creek the water of which is now as cold as ice can make it..."

Feature F: Upper right hand corner - Lewis & Clark's expedition halted here en route to and from the Pacific. What they saw differed little from this view, painted in 1855.

Site: # 14 **Name:** Lee Creek **Date:** 4/1/99

Ownership: USFS

Access to Site: 28 miles west of Lolo on the south side of the highway is the entrance to a campground and trailhead. Signs are located in a parking area just off the highway to the right of the entrance road.

General Description: Site contains two interpretive signs- one is the older, scalloped type and one is the lower fiberglass embedded with Plexiglas. They are on supports of treated lumber posts (greenish) with tapered tops on upright posts.

Features: A. Old style sign
B. New style sign
C. Restroom
D. Parking lot
E. Trail
F. Misc. signs "fee area" and use restrictions

Evaluation:
New sign is attractive and information packed though a bit too wordy.
Recommendations: Consider relocating this sign, which has so much good general information about the expedition, to a site where it gets more exposure.

Sign Text or Site Detail:

Feature A:

LEWIS AND CLARK ROUTE - LEE CREEK

The trail continued to be hard to follow and undergrowth thickened as the valley narrowed. The expedition went up the ridge to the southwest. Joseph Whitehouse wrote in his journal on September 13, 1805, "... we could not git along the Indian trail for the timber, which had been down in a thicket of pine, & c...the mountains rough and rocks which appear above the timber like towers in some places."

Feature B:

PACKING FOR THE LEWIS & CLARK EXPEDITION

Imagine planning and packing for an 8,000 mile boating, hiking, and horseback riding trip from St. Louis, Missouri to the Pacific Ocean and back, knowing that the trip would take you more than two years! Since you will be hundreds of miles from home you will need the skills to make what you need along the way. Thorough planning and incredible resourcefulness were among the many amazing achievements of the 33 members of Lewis and Clark 1804-1806 Corp of Discovery. For most of the trip they traveled by water. Over mountain passes, such as Lolo Pass, they carried their possessions on horses obtained from the Indians through trade. They divided up and packed supplies in separate containers to prevent loss and damage. They protected their journals in sealed tin cases and carried their navigating and mapping instruments in protective bladders. Blankets became cushions in packing boxes and barrels. Boat and canoe paddles became parts of packsaddles. Lead was molded into sealable canisters to cast into bullets when empty. Congress originally appropriated 2,500 dollars for the expedition, but it ended up costing $38,722. Government accounting lists were prepared to keep track of expenditures. When finally assembled, Lewis estimated the weight of his small mountain of supplies and equipment at 2,300 lbs. To attract American Indian trade, Lewis and Clark used speeches, ceremonies, gifts and displays of mystifying technology such as a magnet, watch and telescope. One curiosity was an air gun Lewis purchased from a clock maker and gunsmith in Philadelphia. It looked like a muzzle-loading flintlock, but used ingenious pneumatic pump and air reservoir in its buttstock and discharged up to 40 shots without further pump action. While preparing for the expedition at Harper's Ferry arsenal in Virginia, Captain Lewis supervised the fabrication of an iron framed portable canoe called "the Experiment." The portable iron form was 36 feet long and 4 _ feet wide. Its maiden voyage was on the Missouri River near Great Falls. The frame was covered with 28 elk and 4 buffalo hides. To "pay her seams" they bought "Voyagers Grease," a paste of charcoal, beeswax and tallow. When launched "she lay like a perfect cork in the water," but a few hours later the seams opened and the canoe sank. This "mortified me not a little," wrote Lewis. Captain Meriweather Lewis used his branding iron to mark packing containers and trees near their campsites, leaving proof of ownership and their passage. Unfortunately, little is left from this historic journey. What wasn't worn out, lost or traded, was sold at public auction at St Louis in August 1807 for $408.62. Silver and bronze peace medals were obtained from the US Mint in Philadelphia as gifts to the Indians.

Site: #15 **Name:** Lolo Visitors Center **Date:** 4/1/99

Ownership: USFS

Access to Site: 34.2 miles west of Lolo, just east of the summit of the pass. A road off the south side of the highway leads a few hundred feet to the visitor's center.

General Description: Site contains two rocky mountain style log cabins.

Features: Contains a series of concise and clearly written exhibits on the history of Lolo Pass, Lewis and Clark and Nez Perce Trail.

Evaluation: A popular stop for travelers. This small visitors center provides good historic interpretive summary and travellers information.

Recommendations:

Sign Text or Site Detail:

Site: #19 **Name:** Farthest Point West **Date:** 2/22/99

Ownership: Unknown (on Blackfoot Reservation)

Access to Site: From Browning, travel east on US 2 approximately 13 miles. Turn north at cattle gate on dirt road (approx. 300 yards past Willow Creek). The monument is located on a knoll above Willow Creek, approximately a half mile from US 2. Monument is visible from US 2.

General Description: Site is an obelisk monument on a knoll about 120 feet above Willow Creek facing west. It is located in a gravel turnout measuring approximately 50 feet by 80 feet. The obelisk is approximately 18 feet tall and 44 inches at the base. The obelisk sits on a 15' square cement pad. The obelisk appears to be made out of cement, colored a sandy color. The base is made out of natural gray cement.

Features: A. Obelisk
B. View of Flathead Range
C. View of range to the southwest-Bob Marshall Wilderness?
D. Willow Creek
E. Train Track (frequent trains)

Evaluation: The location is very windy and overlooks the train tracks in a bend above the river. Site has a nice, large parking area. Do not know the ownership of the site. Great views of the surrounding mountain ranges. No sign on highway indicating site. Simplicity of the site is very pleasing. The obelisk has been severely vandalized. There is a great deal of graffiti painted on it and evidence of bullet holes. There is a great view of the mountains to the west and to the southwest.

Recommendations: The passenger train tour may mention the site on its trip. Eliminate the graffiti. A range finder at the site would be nice to point out some of the surrounding geological features. Put a sign on the main highway indicating the location of the monument (Lewis and Clark marker).

Interesting point-the site is the northern most point of the expedition. Site would benefit from more information about the expedition at this point.

Sign Text/Site Detail:

July 20, 1806
Farthest Point West
On Captain Lewis's Trip
Up The
Marias River

Site: #20 **Name:** Captain Meriwether Lewis **Date:** 2/22/99

Ownership: MDT **UTM:** 12 385678/5352944

Access to Site: From Valier take MT 44 west to US 89, go 0.75 miles north on US 89. Site is MDT pullout on eastside of road, 0.4 miles southeast of Birch Creek.

General Description: The site is a roadside pullout on the eastside of the road heading north. There are two markers, one a wooden sign suspended from a wooden frame by iron straps (type A) and one a brass plaque imbedded in a base constructed of sandstone blocks. The plaque commemorates the death of people killed in the Birch Creek Flood in 1964. The other sign consists of a frame of 8" X 8" posts stained dark red, and a wooden routed sign hanging from metal brackets. The sign is not mounted on the stone base but installed behind the base (apparently there was an earlier sign mounted on the base and this is a replacement). The pullout is paved and there is a historic marker sign to the south. The wooden sign is routed and the lettering is painted white. The site is located south of town with a 360-degree vista of mountains to the west and surrounding rolling plains.

Features: A. Sign
B. Old sign base
C. Birch Creek Flood Memorial
D. Two Medicine Creek (N. of site)
E. Mountain Range (west)

Evaluation: Classic MDT sign – looks good. The crosspiece that holds the sign shows signs of weathering. The sign shows much evidence of gunshot.

Recommendations: Use the old sign base, but keep the classic look. Indicate the actual site location of the incident referred to with a map. Guns are an important concept at this site. This site is significant in that it speaks to the only hostile encounter

of the expedition. This is a chance to address "the world Lewis and Clark came into" since it illustrates their limited understanding of it. Lewis' misinterpretation should be highlighted – he didn't know where he was. Possibly use a Plains Indian symbol that would indicate death (crying crow or raven?). Here is a chance to tell the story from an Indian point of view.

***MDT sites need a consistent Lewis and Clark symbol logo.

Date Installed/Updated: Old base – 8/25/1966

Designer/Manufacturer: Old base – Paul and Olive Bruner Valier, Mont. MGMLXVI

Sign Text or Site Detail:

CAPTAIN MERIWETHER LEWIS

Of the Lewis and Clark Expedition accompanied by three of his men, explored this portion of the country upon their return trip from the coast. On July 26, 1806, they met eight Piegans (Blackfeet) who Lewis mistakenly identified as Gros Ventres and camped with them that night on Two Medicine Creek at a point northeast of here. Next morning the Indians, by attempting to steal the explorer's guns and horses, precipitated a fight in which two of the Indians were killed.

This was the only hostile encounter with Indians that the expedition encountered in their entire trip from St. Louis to the Pacific and back. Lewis unwittingly dropped a bombshell on the Piegans with the news that their traditional enemies the Nez Perce, Shoshone, and Kootenai were uniting in an American-inspired peace and would be getting guns and supplies from Yankee traders. This threatened the Blackfeet's 20-year domination of the Northern Plains made possible by Canadian guns.

Feature C:

(American Legion Symbol)
Emmet Ryan Post No. 36
Valier, Montana
In Memoriam
Birch Creek Flood
June 8, 1964
Dorothy Hall
Marion Hall
Marjorie Hall
Martha Hall
Kathryn Hall
Edward Hall
Jody Hall
Thomas Hall III
Patricia New Breast
Samuel New Breast Jr.
Ethel New Breast
Gilbert England
Jerry Thomas
Ralph Overlack
Dean Teakson
Peggie Bradley
Ernest Lauffer
Linda Arnoux
Joe Hamlin

Site: # 21 **Name:** Jct. of Hell Gate and Big Blackfoot Rivers
Date: 3/18/99

Ownership: MDT **UTM:** N46 52.869 W113 53.586

Access to Site: Sign is located on Old Hwy. 10, about 1 1/2 miles east of Missoula on I 90 frontage road. The pullout is located on the north side of the road, immediately west of junction of MT 200 and First Street. Immediately south of the pullout is a large Exxon Travel Plaza/Casino.

General Description: Site is marked with a Historic Marker sign on the Hwy. Site has an outer and inner pad defined with RR ties and a post & chain fence around the inner pad. The sign structures are 12 ft. tall, with approximately 6 inch round posts and 6 inch round crosspieces approximately 1 ft. below the tops. Signs are 4 x 6 ft. in size, and a full 1-inch thickness. All the wood on the site is painted a dark NPS brown. The flagpole is approximately 20 ft. tall, painted white, and is about 4 ft. in diameter. There is a small brass plaque on a boulder behind the pads commemorating the donators of the flagstaff, Anderson and VFW. The site is landscaped around the pads with boulders, small ponderosa pines and ground cover (rock and bark). Obelisk is 6-ft. tall, John Mullan Trail, 1853-1855, with bass relief. It sits atop a 14-inch concrete base.

Features:
A. Gravel pad 35 x 24 ft. defined with old RR ties.
B. Inner pad with cobbles defined by RR ties and post & chain fence.
C. Junction of the Hell Gate and Big Blackfoot Rivers sign
D. Western Lumber Co. sign
E. Mullan obelisk
F. Dedication plaque on boulder
G. Parking barrier logs on either side of the pull out.
H. Defined oval log and rock feature.
I. Spotlight in the SW corner of inner pad

J. Pullout approximately 200 ft. long
K. Flagpole in NW corner of inner pad

Evaluation: The Blackfoot River sign text does not provide a strong enough message about Lewis and Clark. The text provides numerous subjects, like Western Lumber, Lewis and Clark, Indian Road, and Captain Mullan. Overall, the messages become confusing.

Recommendations: Decide on one cohesive message to emphasize.

Designer/Manufacturer: Text on the Hell Gate/Blackfoot sign is MDT.

Sign Text:

WESTERN LUMBER COMPANY

In 1910-1911, the Western Lumber Company moved its sawmill to this site in Milltown from Lothrop, near Alberton. The company was founded in 1888 by William A. Clark, a Butte copper baron and one of the most important developers of Montana. Clark built the Milltown Dam, owned the Missoula Light and Water Company and started the Missoula streetcar system that made daily runs to Bonner. He was elected to the U.S. Senate in 1901 and served one term. At his death, in 1924 or 1925 he was one of the richest men in the United States.

Western Lumber's Milltown operation employed 200 men at its peak in 1926. In 1926 it produced 30 million feet of lumber. Two years later the mill was purchased by the Anaconda Copper Mining Company, which owned the Bonner plant. The only remnant is the brick structure across the street, which served as the office building.

JUNCTION OF THE HELLGATE AND BIG BLACKFOOT RIVERS

An important Indian road came east through the Hell Gate and turned up the Big Blackfoot. It followed that river almost to its source, then crossed the Continental Divide to the plains country. The Indians called the river the Cokalahishkit, meaning "the river of the road to the buffalo."

Captain Clark and Captain Lewis, of the Lewis and Clark Expedition, divided forces near the present site of Missoula on their return trip from the coast. Captain Lewis and his party followed this Indian road and passed here July 4, 1806.

Captain John Mullan, U.S.A., locator and builder of the Military Road from Benton to Fort Walla Walla, maintained a construction camp here during the winter of 1861-62 which he named Cantonment Wright. He was the first engineer to bridge the Blackfoot.

Site: # 22 **Name:** Travelers Rest **Date:** 3/31/99

Ownership: MDT

Access to Site: US 93, south of Lolo before you cross the Lolo River

General Description: MDT routed sign with red painted posts, type B connections, no carvings, and the same text as in Fletcher's book. A newer MDT sign is next to it, interpreting Selis. The newer sign consists of 8 x 8 posts and a 4 x 10 crosspiece, both of which are painted red. The Lewis and Clark is faded brown with round posts on a gravel pullout on a busy two lane highway in front of a heavy equipment business with a newer housing development across the road.

Features:

Evaluation: Site has an unattractive setting. The sign has a wordy, disjointed message and has faded and weathered paint.
Recommendation: Landscaping with tall aspen will block out the machinery right behind the site. Put rock bases on the signs to make them look like the older classic style. Somehow lead in the text from the Selis sign to the Lewis and Clark sign. Consider moving the sign closer to the Lolo creek. The name "Travelers Rest" suggests a peaceful setting. This is far from it.

Sign Text or Site Detail:

BITTERROOT - HOMELAND OF THE SELIS'

Since Coyote first prepared this place for human beings, the Bitterroot Valley has been the homeland of the Salish speaking peoples of Western Montana- the Qlispee (Kalispel or Pend Oreille) and their close relations and allies, the Selis (Bitterroot Salish or Flathead). Their tribal ways of life helped maintain the great abundance of this region for thousands of years. The Lolo area, called Tmsmti or No Salmon, has always been a favorite deer hunting area. Bitterroot and Camas were plentiful. Tribal elders say that long ago, the Selis consisted of at least five large bands spread between here and the Yellowstone. Smallpox epidemics and war with rifle-armed Plains tribes led the Selis to concentrate within the Bitterroot. They continued bi-annual buffalo hunts east of the mountain.

In 1855, tribal leaders and US officials signed the Hellgate Treaty, which designated the valley south of Lolo as a "conditional" reservation. Elders still recall with bitterness and grief their forced removal to the Flathead Indian Reservation in 1891. Today, the Bitterroot Valley remains of great spiritual and material importance to the Selis', who continue to revisit and utilize their cherished homeland, the resting place of countless ancestors.

Site: #24 **Name:** Jefferson Valley **Date:** 3/23/99

Ownership: MDT

Access to Site: Pullout is located on MT 41, about 11 miles south of the MT 41/55 junction (about 5 miles north of Twin Bridges).

General Description: The pullout is located on the west side of the highway. It is about 55 ft. deep, with 10 ft. of asphalt behind the sign. The sign is mounted on 7" diameter posts that are 8 ft. tall, with a 4 x 6 inch crosspiece. This crosspiece has a bass relief of cowboys chasing doggies. Both the posts and the crosspiece are painted a dark chocolate brown, while the sign itself is the typical brick red color. The first letter of the text ("T") has the "L and C" silhouette.

Features: A. Existing MDT pullout and sign
B. Larger pullout

Evaluation:
Recommendations: Sign needs a fresh coat of paint. There is another pullout immediately south, which is nicer and larger. It is about 300 ft. in length and 160 ft. in depth, and is lined with willows. Consider moving the sign to this location.
Designer/Manufacturer: MDT

Sign Text or Site Detail:

JEFFERSON VALLEY

The Lewis and Clark Expedition westward bound came up the Jefferson River in August 1805.

They were hoping to find the Shoshone Indians, Sacajawea's tribe, and trade for horses to use in crossing the mountains west

of here. Just south of here the river forks, the east fork being the Ruby and the west fork the Beaverhead. They followed the latter and met the Shoshones near Armstead.

On the return trip from the coast in 1806, Captain Wm. Clark retraced their former route down this valley to Three Forks, and then crossed the Yellowstone. Capt. Lewis left Clark in the Bitterroot Valley, crossed the Divide via the Big Blackfoot River and thence to Great Falls. They met near the mouth of the Yellowstone, arriving within nine days of each other.

Site: #25 **Name:** Beaverhead Rock **Date:** 3/23/99

Ownership: MDT
Access to Site: Pullout is on MT 41 south of Beaverhead Rock, (north of Dillon).

General Description: Sign is mounted on 6" square pressure-treated posts and crosspiece. Both are 8 ft. tall. The sign is chocolate brown in color. On top of the sign it states:

Montana Highway Commission

Penalty for Defacing

Features:

Evaluation:

Recommendations:

Designer/Manufacturer: MDT

Sign Text or Site Detail:

BEAVERHEAD ROCK

On August 10, 1805, members of the Lewis and Clark expedition pushed their way up the Jefferson River's tributaries toward the Continental Divide and the Pacific Ocean beyond. Toward afternoon they sighted what Clark called a "remarkable Clift" to the west. Sacajawea (or, as Lewis spelled it: Sah-cah-gar-we-ah), their Indian guide for this portion of the trip, said her tribe called the large promontory "Beaver's head."

Both Lewis and Clark agreed on the rock's likeness to the fur-bearing animal and recorded the name in their journals. They continued south only to encounter a heavy rain and hailstorm.

"The men defended themselves from the hail by means of the willow bushes but all the party got perfectly wet," Lewis said. They camped upstream from the Beaver's head, enjoyed freshly killed deer meat, then pushed on the next day.

Beaverhead Rock served as an important landmark not only for Lewis and Clark, but also for the trappers, miners, and traders who followed them into the vicinity. It is the namesake for the county in which it is now located, retaining the same appearance that inspired Sacajawea and her people to name it centuries ago.

Site: #26 **Name:** Lewis and Clark Portage **Date:** 2/23/99

Ownership: MDT **UTM:** 12 483265/5259465
Access to Site: 10th Avenue South in Great Falls, major highway entering town from Lewistown (east). The site is located in front of a mobile home dealership.

General Description: MDT sign along 10th Avenue South. The sign sits upon a cobble base. The sign is located in a roadside pullout in front of a mobile home sale lot. The site is a paved pullout approximately 30 x 300 feet. The sign structure is a typical MDT style, with a textured wood frame stained dark brown. The signboard is routed wood with a carving on the top of Lewis and Clark portaging. The sign contains a map of the river in blue on brown background with points of interest noted in white and some text. The base is 40" x 11'. The full dimensions are: 8 x 8 posts set eight feet apart, six feet high with a 4 x 6 sign. The base consists of river cobbles cemented together.

Features: A. Sign

Evaluation: Poor location for the sign. It nearly disappears in its surroundings. The sign is located in the midst of a commercial development. The road is heavily traveled by fast moving traffic making it an unlikely place for a leisurely stop. The sign is nice and has interesting information, but probably doesn't get much use. The site is not accessible at all to travelers going the other direction. One side of the sign base is damaged. It looks like it may have been hit with a vehicle for the rockwork is broken. Recommendation: Consider moving the sign to a location that is more accessible to those likely interested in the information. If it stays in this location, consider making it more visible and more accessible. Possibly add a sculptural element and enhance it with some other reason to stop or make it easier to stop. Forewarning that the sign is there is also a possibility. The "you are here" symbol on the location map is not immediately apparent. Possibly paint it a contrasting color.

Designer/Manufacturer: Typical MDT

Sign Text/Site Detail:

LEWIS AND CLARK PORTAGE ROUTE
JUNE-JULY 1805-JULY 1806

To avoid the series of waterfalls along the Missouri River north of this point the Expedition portaged their canoes and several tons of baggage, crossing the highway right here. At the Lower camp, some 12 miles northeast, the crew made crude wagons, the wheels sliced off a cottonwood tree. The upper camp, named after the bears which inhabited the islands, was located some five miles southwest. The portage was near man-killing. "The men had to haul with all their strength, wate, and art", Clark wrote.

The sign has a routed map of the Missouri River and the portage route. It includes White Bear Islands, Sun Medicine River, Black Eagle Falls, Colter Falls, Fountain Giant Springs, Rainbow Falls, Crooked Falls, Great Falls, Sulfur Springs, and Belt (Portage Creek).

Site: #27 **Name:** Black Eagle Falls **Date:** 2/23/99

Ownership: MDT

Access to Site: US 87 South (River Drive) in Great Falls – just north (several hundred feet) of 28th Street South. Across the street from the Veteran's Memorial Park and the Municipal Golf Course.

General Description: Classic MDT roadside pullout with a wooden, routed sign. River cobble base with 6x6" posts painted "rust." Site overlooks Black Eagle Dam on the Missouri River. The site is located on a paved pullout approximately 45' back from the road and 300' long, about 14' from the structure to a guardrail at the edge of the cliff above the river. The structure base is 28" X 10.5' x 30" tall consisting of cemented river cobbles with a cement slab top. The frame is of 6 X 6 posts on the sides and a 4 X 6 post on the top. The posts are 8' apart and hold a 4 X 6 sign of routed wood, stained red with white lettering. The sign is suspended with iron straphangers.

Features: A. Sign
B. Black Eagle Falls
C. Wild view to Northeast

Evaluation: Site has a gorgeous view of the falls, but has very little interpretation. Typical MDT sign. The paint on the signs is weathered, but there are no signs of vandalism.
Recommendations: Possibly add more info about the falls and the views. Could add native history – fishing at the falls. This could be a good location to promote the Interpretive Center or include an outdoor display tied to the Center. Consider a promenade to view falls. A good opportunity to interpret natural history information or geology. Evaluate this site in the context of what exists beyond the interp center. How do the two areas relate? Does this site serve a different market

potentially? How can the two areas work together to complement each other and satisfy the interpretive potential?

Date Installed/Updated: 1977

Designer/Manufacturer: MDT

Sign Text/Site Detail:

BLACK EAGLE FALLS

The uppermost of the Great Falls of the Missouri bears west of this point. The name is a modern one derived from an entry for June 14, 1805 in the journal of Capt. Meriwether Lewis of the Lewis and Clark Expedition. He discovered the falls on that date and wrote, "...below this fall at a little distance a beautiful little island well timbered is situated about the middle of the river. In the island on a cottonwood tree an eagle has placed her nest; a more inaccessible spot I believe she could not have found; for neither man nor beast dare pass those gulphs which separate her little domain from the shores."

After viewing the falls, Capt. Lewis ascended the hill to the former location of the smelter stack and saw "...in these plains and more particularly in the valley just below me immence herds of buffalo..."

Site: #28 **Name:** Fort Benton **Date:** 2/24/99

Ownership: MDT **UTM:** 12 523515/5298268

Access to Site: US 87-0.2 miles northeast of intersection with MT 80 (1.5 miles northeast of Fort Benton). Site is a small pullout on the right side of the highway heading northeast.

General Description: Classic MDT site-roadside pullout.

Features: A. Sign
B. View of river valley-to the southeast
C. View of mountain range-to the southeast

Evaluation: Carving on top of sign is nice-teepee village, men on horses.

Recommendation: Add some metal cutout signs on top of the sign instead of the carving. Change the color of the signs from rust to natural. Possibly use hand-hewn wood for the posts. A more rustic look would be nice. Add the consistent logo. The grammar, punctuation, and formatting need some work. Bring into the interpretation the "before Lewis and Clark" story. This is another good opportunity to talk about the world they came into-place names, natural history, and Indians before Lewis and Clark. The sign refers to a "strange mix of people." This could use some explanation. This might be a good opportunity to illustrate the "motley crew." The site could be enhanced with rockwork and other objects that could be viewed from cars. To make the site more consistent with the other L & C sites, consider putting the sign at this site on a river rock base.

Designer/Manufacturer: MDT

Sign Text/Site Detail:

FORT BENTON

Captain Clark with members of the Lewis and Clark Expedition camped on the site of Fort Benton, June 4, 1805.

Originally a trading post of the American Fur Co., it became head of navigation of the Missouri with the arrival of the first steamboat from St. Louis in 1859. She boomed in the early 60s as a point of entry to the newly discovered placer mines of western Montana. Supplies were freighted out by means of ox teams and profanity.

An early observer states, "Perhaps nowhere else were ever seen motlier crowds of daubed and feathered Indians. Buckskin-arrayed half-breed nobility, moccasined trappers, voyageurs, gold seekers and bull drivers.... On the opening of the boating season..."

Site: #29 **Name:** Maria's River **Date:** 2/24/99

Ownership: MDT **UTM:** 12 536360/5308293

Access to Site: 0.75 miles south of Loma off of US 87.

General Description: Classic MDT roadside pullout with two MDT signs. The pullout is paved and approximately 30 feet wide, on the left side of the road, heading northeast. The sign base is double, constructed of cemented river cobbles, 3 x 19' and three feet tall. The sign supports are 8 x 8 wooden posts with a 4 x 10 crosspiece. The signs are 4 x 6 routed wood with white painted lettering. The railroad sign has a routed train painted black on the top of it. To the left of these signs is a granite memorial made of polished stone, measuring 39" x 35" x 15" and is sitting on a trapezoid concrete base 15" high. This marker is dedicated to the victims of an Indian massacre that took place on May 25, 1865. It was placed by the descendents of two of the victims.

Features: A1. Maria's River Sign
A2. Railroad Sign
B. Blood Massacre Monument
C. View of cottonwoods and river bottom (behind signs)

Evaluation: Standard MDT signs in good condition. They are located in a nice setting with easy access. The granite marker is a bit incongruous. It doesn't tie in visually or contextually with what else is interpreted at this site.

Recommendation: The granite marker requires some explanation. It would be nice to know something more about the massacre and the circumstances surrounding it. There are three separate interpretations here. The Lewis and Clark one

should be readily identifiable with a characteristic look. Farther down the road, northeast of this site, at the fishing access, would be a better place to interpret the railroad near the remnant of the railroad abutment. A map would be a good addition to the railroad interpretation.

Designer/Manufacturer: MDT

Sign Text/Site Detail:

Feature A1:

MARIA'S RIVER

The Lewis and Clark Expedition camped at the mouth of this river just east of here on June 3, 1805. Lewis named it Maria's River in honor of his cousin, Miss Maria Wood (over time the apostrophe was dropped). Until exploration proved otherwise, most members of the party believed this river to be the main channel of the Missouri.

On his return trip from the coast in 1806 Captain Lewis explored the Maria's almost to its source.

In the fall of 1831, James Kipp of the American Fur Co. built Fort Piegan at the mouth of the river, as a trading post for the Blackfeet Indians and acquired 2, 400 beaver "plews" or skins by trading during the first ten days. In 1832, the post was abandoned and the Indians burned it.

Feature A2:

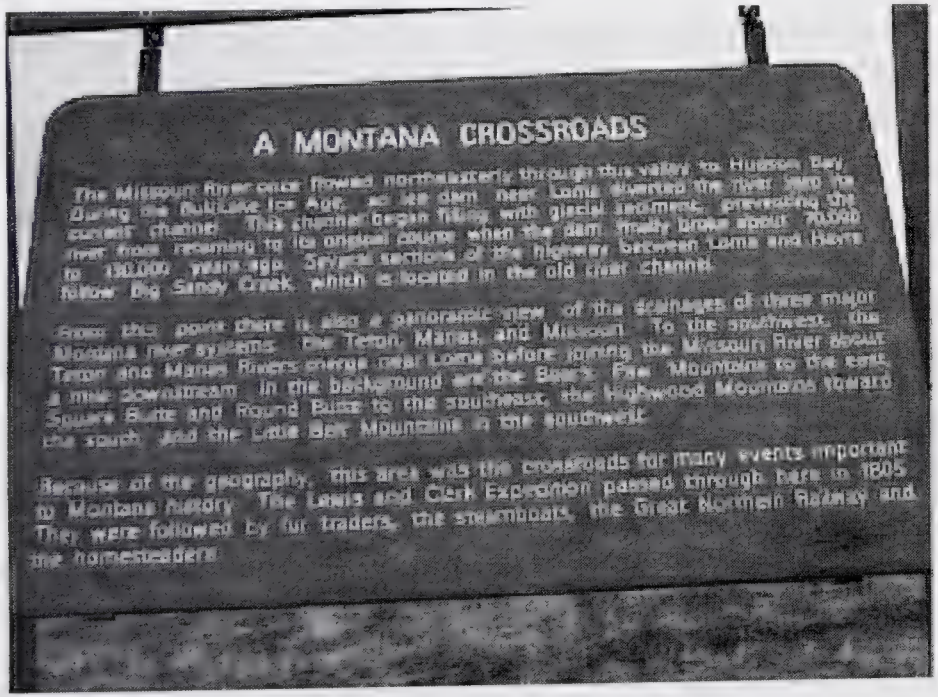
The railroad you see before you was the St. Paul, Minneapolis and Manitoba railway, a precursor of the Great Northern Railway. James J. Hill, owner and builder, constructed this line in record time in 1887 to serve wealthy communities. There he offered more competitive freight rates to take business away from the Northern Pacific and Union Pacific transcontinental railroads.
As railroads competed for ascendancy, Montana's cities vied for transportation facilities. Fort Benton has prospered as the head of steamboat navigation and the hub of freight and stage lines to settlements in Montana, Idaho, and Canada. As railroads replaced steamboats as carriers, this line bypassed Fort Benton, ending its economic importance in transportation. This line went directly to Great Falls, enabling that city to grow as an industrial and rail center.

Feature B:

Erected by J.H. Friend's Family Descendents of Franklin Friend for the victims of the Blood Indian Massacre May 25, 1865.

Franklin Friend-George W. Friend
Abraham Lotts-John Alley
John Andrews-N.W. Burris
Henry Lyons-James Berry

Site: #30 **Name:** A Montana Crossroads **Date:** 2/24/99



Ownership: MDT **UTM:** 12

Access to Site: US 87, MP 55, three miles northeast of Loma

General Description: Classic MDT roadside pullout located on a long, skinny pullout on the west side of the road. A red routed wooden sign interpreting the geology and noting incidentally, at the end, that Lewis and Clark passed here in 1805.

Features:

Evaluation: Nice view and good spot to talk about geology.

Recommendations: Needs some visuals. Site is a great place for a map and identifiers emphasizing landforms. Could do a map of ice lobes superimposed on a topographic map of the area for explanation of landforms. This could be a good place to get off the highway and walk a short way to a vista point on either side of the highway.

Designer/Manufacturer: MDT

Sign Text/Site Detail:

A MONTANA CROSSROADS

The Missouri River once flowed northeasterly through this valley to Hudson's Bay. During the Bull Lake Ice Age, an ice dam near Loma diverted the river into its current channel. This channel began filling with glacial sediment, preventing the river from returning to its original course when the dam finally broke about 70,000 to 130,000 years ago. Several sections of the highway between Loma and Havre follow Big Sandy Creek, which is located in the old river channel.

From this point, you also have a panoramic view of the drainages of three major Montana river systems: the Teton, the Marias, and the Missouri. To the southwest, the Teton and Marias Rivers merge near Loma before joining the Missouri about a mile downstream. In the background are Bear's Paw Mountains to the east, Square Butte and Round Butte to the southeast, the Highwood Mountains toward the south, and the Little Belt Mountains in the southwest.

Because of the geography, this area was the crossroads for many events important to Montana history. The Lewis and Clark Expedition passed through here in 1805. They were followed by fur traders, the steamboats, the Great Northern Railway, and the homesteaders.

Site: #31 **Name:** Fort Chardon **Date:** 2/25/99

Ownership: MDT **UTM:** 12 602972/5288359

Access to Site: Secondary 236, MP 50 approximately 43 miles southeast of Big Sandy on the north side of Missouri River.

General Description: Classic MDT sign on a cobble base. The pullout is 20 feet deep. No carvings are on the top board. The sign is 36" x 11' x 3' tall and is constructed of 8 x 8 posts that are 6' tall with a 4 x 6 sign hung from a 4 x 10 crosspiece between vertical uprights set 8' apart and hung by iron fasteners. The sign text begins with a routed picture of an Indian on horseback.

Features: A. Sign

Evaluation: Where was the fort? The sign frames look weathered. Nice rocks used in sign base.

Recommendation: It would be helpful at this site to have a site overview map showing trails and features (fort, river, etc.). A good opportunity to interpret the Blackfeet perspective on the fort and council meetings. Maybe have three signs-one for Fort Chardon, one for treaty stuff, and one with a map. There should be a sign on #87 indicating there is a Lewis and Clark site. Recommend Arcadian style posts for all MDT signs. This style gives the sites a more rustic look.

Designer/Manufacturer: MDT

Sign Text/Site Detail:

FORT CHARDON

Captain's Meriwether Lewis and William Clark passed through this area (1805) on their expedition to the Pacific Ocean, and

the landscape here remains much as they described it. Fur trappers and traders then followed them into the Upper Missouri region. Fort Chardon was erected (1844) on this bank, but local Indian hostilities forced its closure two years later. The north bank also was the site of two important treaty councils. In 1846, Father Pierre Jean De Smet convened the Blackfeet and the Salish here to end their open warfare. In 1855, Governor Isaac I. Stevens organized a meeting of more that 3,000 Blackfeet, Gros Ventres, Nez Perce, and Salish to produce a major treaty between the tribes and the government. This area first was a homestead in the 1880s. Traces of early homestead irrigation systems can still be seen within the National Historic District.

Site: #32 **Name:** Three Forks of the Missouri
Date: 2/27/99

Ownership: MDT **UTM:** 12 453602/5085365

Access to Site: US 287 exit off of I-90 (north side) in the Wheat Montana Bakery parking lot. (old location-Old US 10, east of Three Forks)

General Description: MDT sign is located in the Wheat Montana Bakery parking lot. The sign does not have a base, so the upright posts are set directly into the ground. The frame and sign are painted a rust color and hung using type B connections. The posts are 8 x 8" and the top piece is 2 x 10" (no carving on top). The sign is set at the edge of a paved parking area. It is set in a lawn that extends up to the freeway off-ramp. There is a flagpole with landscaping around it in the near distance. South of the sign, the vista, to the east, is of mountains. Closer hills can be seen in the foreground to the east and south. Highway directional signs and light posts are also in the foreground to the south.

Features: A. Sign
B. Bakery/Parking lot
C. Highway 287
D. Freeway I-90
E. View of ranges and valleys
F. View of hills to the south
G. Flagpole

Evaluation: Difficult to locate. There is no indication of interpretation before the site. Visually the sign gets lost in the parking lot-very easy to miss.

Recommendation: Enhance the setting. Landscape around the sign. Put in better directional signs on the interstate and the off-ramp. Put a Lewis and Clark sign on the interstate. There is a captive audience here (at the bakery) and ample room for an expanded site. A good opportunity to do more interpretation. Possibly add picnic tables or otherwise enhance the area to encourage use and then take the opportunity to share information.

Designer/Manufacturer: MDT

Sign Text/Site Detail:

THE THREE FORKS OF THE MISSOURI

This region was alive with beaver, otter, and game before the white man came. It was disputed hunting territory with the Indian Tribes. Sacajawea, the Shosone who guided portions of the Lewis and Clark Expedition, was captured near here when a child, during the battle between her people and the Minnetarees. Her memories of this country were invaluable to the explorers. The Expedition westward bound encamped near here for a few days in the latter part of July 1805. The following year Captain Clark and party came back, July 13, 1806, on their way to explore the Yellowstone River.
In 1808, John Colter, discoverer of Yellowstone Park and former member of the Lewis and Clark Expedition, was trapping on a stream in this vicinity when he was captured by a band of Blackfeet. His only companion was killed. Colter was stripped, given a head start, and ordered to run across the flat, which was covered with prickly pear. The Indians were hot on his heels but Colter undoubtedly made an all-time record that day for sprints as well as distance events. He outran the Indians over a six-mile course and gained the cover of the timber along the Jefferson River. Once in the stream, he dove and came up under a logjam of driftwood. This hideout saved him from a lot of disappointed and mystified Indians. When night came he headed west, weaponless and outnuding the nudists. He traveled in this condition for seven days to Fort Lisa, his headquarters, at the mouth of the Big Horn River.
In 1810, the Missouri Fur Co. built a fur trading post close by, but due to the hostility of the Blackfeet Indians, were forced to abandon it that fall.

Site: #33 **Name:** Gallatin Valley **Date:** 2/27/99

Ownership: MDT **UTM:** Long/lat 45 degrees, 43 minutes, 54 seconds N, 110 57 955 W

Access to Site: Old US 10, two miles east of Bozeman.

General Description: MDT sign post (sign missing) at an unpaved, roadside pullout along Old US 10, on the north side of the highway. A granite marker consisting of an irregular shaped slab of granite, about 4 x 4 feet with a brass plaque 26" x 36", is located at the east end of the pullout. The slab containing the text is supported by a second boulder against which it leans. Six feet west of it is a wooden frame about three feet tall of weathered posts and cut lumber, possibly a sign frame but empty now. The MDT sign base is about six feet west of this on a square concrete base 3' x 12' x 20" high of rounded river cobble cemented with an aggregate top. The eight-inch upright posts apparently replaced the originals, which were slightly larger. The crosspiece is 2" x 10" and seven feet above the base. The sign frame is painted a rust color. There is a routed carving, painted white, on the crosspiece of an oxen pulled wagon with a rider in the front and one in the back. In the distance to the southwest, across a fenced field, is a housing development. The railroad runs to the north several hundred feet. There is natural grassy vegetation surrounding the site. The site is between the highway and the railroad tracks.

Features: A. MDT sign frame
B. Bronze plaque on a rock
C. View of hills to the north
D. Mountain range to the south
E. 2 x 4 inch structure, 4' upright, 4' crosspiece (low to ground)
F. Train tracks 250' north of sign

Evaluation:

Recommendation:

Designer/Manufacturer: MDT

Sign Text/Site Detail:

Feature A:

GALLATIN VALLEY

Captain William Clark, of the Lewis and Clark Expedition, with a party of ten men, passed through this valley July 14, 1806, eastward bound, and guided by the Shoshone woman Sacajawea. They camped that night at the toe of the mountains on the eastern edge of the valley. Captain Clark wrote in his journal: "I saw elk, deer, and antelopes, and great deal of old signs of buffalo. Their roads is in every direction…emence quantities of beaver on this fork…and their dams very much impeed the navigation of it."

In the early 1860s, John Bozeman, young adventurer, and Jim Bridger, grand old man of the mountains, guided rival wagon trains of emigrants and gold seekers through here over the variously called Bonanza Trail, Bridger Cut-off, or Bozeman Road, from Fort Laramie, Wyoming to Virginia City, Montana. The trail crossed Indian country in direct violation of treaty and was a "cut-off" used by impatient pioneers who considered the time saving worth the danger. Traffic was not congested.

Feature B:

FORT ELLIS

Established as a military post August 27, 1867, by order of President Johnson and General U.S. Grant the post was abandoned December, 18, 1886. Captain William Clark of the Lewis and Clark Expedition July 14, 1806 with his invaluable guide Sacajawea and the following men: Pryor, Shields, Shannon, Bratton, Hall, Windsor, Gibson, Labiche, Chaboneau, husband of Sacajawea, Baptiste their baby, and York the slave.

Dedicated by Mt. Hyalite Chapter members of the American Revolution August 27, 1926.

Site: #34 **Name:** Bozeman Pass **Date:** 2/26/99

Ownership: MDT **UTM:** 12 515086/5051671

Access to Site: I 90, MP 321

General Description: Two MDT signs located in paved pullouts at the summit of Bozeman Pass-one on each side of the highway. Both frames are painted a rust color. No carvings are on the top pieces and no bases. The frames are of squared timbers and are pointed on the top. The structure is 7.5 feet tall and the posts are 8 x 8 with a 2 x 10 crosspiece. The signs are set against a rocky slope that extends up about 60 feet behind them. The views to the east, west, and south are all beautiful views of the mountains.

Features: A. North sign frame
B. South sign frame
C. View to the west
D. View of the mountains (east)

Evaluation: The sign post frames are badly cracked and weathered.

Recommendation:

Designer/Manufacturer: MDT

Sign Text/Site Detail:

BOZEMAN PASS

Sacajawea, the Shoshone woman who guided portions of the Lewis and Clark Expedition, led Captain Wm. Clark and his party of ten men over an old buffalo road through this pass on July 15, 1806. They were eastward bound and planned to

explore the Yellowstone River to its mouth where they were to rejoin Captain Lewis and party who were returning via the Missouri River.

In the 1860 John M. Bozeman, an adventurous young Georgian, opened a trail from Fort Laramie, Wyoming, to Virginia City, Montana, across the hostile Indian country east of here. He brought his first party through in 1863 and the next year guided a large wagon train of emigrants and gold-seekers over this pass, racing with an outfit in charge of Jim Bridger. Bridger used a pass north of here. These pioneer speed demons made as much as fifteen to twenty miles a day - some days. The outfits reached Virginia City within a few hours of each other.

Site: #35 **Name:** Shields River Valley **Date:** 2/26/99

Ownership: MDT **UTM:** 12 526150/5094465

Access to Site: Old directions-US 89, MP 24, south of Wilsall. Actual directions-1/2 mile north of the town of Wilsall on US 89 (east side of the road).

General Description: MDT sign alongside the road. Sign frame consists of peeled poles and no base. The sign is painted a rust color. There is a carving on the top piece of an ox team pulling a covered wagon and two horses with riders. Site overlooks the Shield River Valley. A typical MDT 8' peeled (and treated?) post 10 feet tall with a 4 x 6 crosspiece. The hangers are a variation with an eyebolt and strap (type C). The site overlooks a vista of the Shields River Valley and Crazy Mountain to the north. The sign is located on a paved pullout with only native grasses as landscaping. The ground drops away to the north gradually for about 30 feet then rapidly about 20 feet down to the valley bottom.

Features: A. Sign
B. View of Shield's River Valley
C. Mountain range

Evaluation: The carving at the top of the sign is difficult to see. There is evidence of vandalism on the sign (bullet holes).

Recommendation: Have something at the mouth of the stream at the freeway-message about Clark camping there (probably same info as this sign). This sign needs a stone base or rocks around it-it is just sitting out all alone. Paint a relief on the top piece to accentuate it. Why is this a site to interpret Clark? Could easily stand on Bridger alone. Interpret the naming of the river closer to the mouth. Could use some enhancement with rocks at the base. Any place north of the freeway would be good for this sign, particularly somewhere around milepost 4. Incorporate the old railroad as a trail and

interpret the old stage road. Could access the trail head from the fishing access on the south side of the Yellowstone at Hwy bridge 89 but this is not particularly attractive and would need a lot of enhancement.

Sign Text/Site Detail:

SHIELDS RIVER VALLEY

The river was named by Captain William Clark, of the Lewis and Clark Expedition, in honor of John Shields, a member of the party. Captain Clark and his men, guided by Sacajawea, the Shoshone woman, camped at the mouth of the river July 15, 1806, while exploring the Yellowstone on their return trip from the coast.
Jim Bridger, famous trapper, trader, and scout, guided emigrant wagon trains from Fort Laramie, Wyoming to Virginia City, Montana in the 1860s, crossing hostile Indian country via the Bozeman Trail. Bridger's route came up this valley from the Yellowstone, followed up Brackett Creek and thence down the latter to the Gallatin Valley.

Site: #36 **Name:** Captain William Clark **Date:** 2/26/99

Ownership: MDT **UTM:** 12 596735/5065321

Access to Site: I 90, MP 381, Greycliff rest area, east of Big Timber.

General Description: Two MDT signs at a rest area. One sign is about Captain William Clark. This sign is installed without a rock base. The frame is 10' tall, using 8 x 8's for posts with a 2 x 10 crosspiece on top with no carving. The hanger is a type A. The other sign is about the Crazy Mountains (not L & C) and mounted on a typical cemented rock base that is 32" high. Its posts are seven feet taller than the base and made of natural wood. The signs are located in front of the restrooms with a chain link fence in front of them. Behind them there is a short lawn sloping away to the restroom entrance. The rest area is typical of the gray and sandstone colored brick type with a full complement of picnic tables, enameled with cast concrete bases. There are picnic shelters at the site, as well as a three-panel kiosk with a roof. Site has a mature landscape.

Features: A. Captain William Clark
B. Crazy Mountain sign
C. Restrooms
D. Picnic Shelters
E. Info Kiosk
F. Parking lot
G. Train tracks
H. View of Crazy Mountains
I. Chain link fence

Evaluation: The chain link fence doesn't appear to serve a function. It is unattractive and obstructs the signs. Again, the signs appear to be an afterthought. The Captain William Clark sign seems as though it was moved from another location (no base). The signs themselves are badly weathered.

Recommendation: Explore why there is no interpretation of the explorers' stay at Park City for six days. Replace the chain link fence with a more attractive fence, possibly a low rail fence.

Sign Text/Site Detail:

CAPTAIN WM. CLARK

Feature A:

You are now following the historic trail of the Lewis and Clark Expedition. On his return from the Pacific in July 1806, Captain Clark camped for six days about forty miles downstream, near Park City. The expedition had been looking for timber suitable for building canoes ever since striking the river near Livingston. They found a couple of large cottonwoods here that would serve. They fitted their axes with handles made from chokecherry and went to work making two canoes. When finished they laced them together with a deck of buffalo hides between. Seven men, Sacajawea, and her child went curving down the river on this makeshift yacht, arriving at the mouth of the Yellowstone August 3. Captain Lewis split off north on the return trip and explored the Marias River and returned via the Missouri, joining them on August 12.

Site: #37 **Name:** Wolf Point **Date:** 2/25/99

Ownership: MDT **UTM:** 13 451879/5326650

Access to Site: In Wolf Point on the corner of US 2 and Blaine Street within a little city park (green space). US 2, MP 590 west of Wolf Point (original location).

General Description: Classic MDT sign in a little park. It may have been moved from its original location...we had different directions. The sign is located at a junction in the town on a city green space, a triangular patch of landscaped lawn surrounded by a 2.5 foot tall, two-rail, peeled post fence. In front of the sign (to the west), is a dirt pullout bordered by a low concrete barrier bolted in place. City trash receptacles are in place nearby. The sign has 6 x 6" posts that support a 4 x 6' panel and a crosspiece that measures 4 x 6". The brown paint is very faded and chipping. It does not have a base.

Features: A. Sign
B. Green way

Evaluation: Posts appear to be rotten. The site looks old and in poor shape. The paint on the signs is badly weathered and the carving is no longer clearly visible.

Recommendation: Touch up the carving and repaint the sign and posts. This little park could have some stuff added to it...rocks, structure, etc. Proximity to fast food stops would lend itself to more of a rest stop or picnic use. There should be a map with a sign. Seems like an afterthought location. The site looks as though it could function as an anchor for tourism in the city. The picnic facilities should be more developed with baths and landscaping.

Sign Text/Site Detail:

WOLF POINT

The Lewis and Clark Expedition passed here westward bound in 1805. Fur trappers and traders followed a few years later. Steamboats began making it from St. Louis up the Missouri as far as Fort Benton in the early 1860s and this was considered the halfway point between Bismark and Fort Benton. Wood choppers supplied cordwood for boats stopping to refuel. An American Fur Company packet burned and blew up in 1861 not far from here. A deck hand tapped a barrel of alcohol by candle light with a gimlet. The fumes, the candle, and 25 kegs of powder did the rest.
This district was favorite buffalo country for the Assiniboines and Souix.

A party of trappers poisoned several hundred wolves one winter, hauled the frozen carcasses in and stacked them until spring for skinning. It taught the varmints a lesson. No one in Wolf Point has been bothered by a wolf at the door since then.

Site: #38 **Name:** Pompey's Pillar MDT **Date:** 2/26/99

Ownership: MDT **UTM:** 12 732017/5046482

Access to Site: I 94 Frontage Road, MP 25, east of Pompey's Pillar

General Description: Sign is on a main road just east of the entrance to the BLM Pompey's Pillar site. The sign framework is constructed of 8 x 8's with vestiges of yellow/brown paint on the uprights. There is a carving of Lewis and Clark on the crosspiece. The base is cemented cobble sized rock, multicolored with a smooth cement top. Uprights are held in place with two decorated bolt heads on the front and upright straps on the inside and outside. The base measures 3' x 11' and the uprights are eight feet apart, 6.5 feet tall with a 2 x 10 crosspiece. The sign is located on the west side of the road on a graveled pullout off a paved secondary road. There is no landscaping at the site where vegetation consists of grass and other low natural species.

Features:
A. Sign frame
B. Pompey's Pillar Nat. Historic Landmark sign (BLM Logo)
C. Pompey's Pillar to the North
D. Railroad tracks
E. Pompey's Pillar gate and BLM sign

Evaluation: Paint on existing framework is weathered and peeling.

Recommendation: This sign is the only thing available when the site is closed. There are two community directional signs opposite the entrance to the Historic Landmark. These signs could both benefit from updating.

Designer/Manufacturer: MDT

Sign Text/Site Detail:

POMPEY'S PILLAR

Called Iishbiia Anaache or "Place Where the Mountain Lion Dwells" by the Apsaalooka (Crow) people, Pompey's Pillar was a well-known landmark to the plains Indians. It was here, at a strategic natural crossing of the Yellowstone, or Elk River as it was known to the Apsaalooka, that the Indian people met to trade and exchange information. They painted pictographs and etched petroglyphs onto the sheer cliffs of the feature. Apsaalooka legend reports that Pompey's Pillar was once attached to the sandstone bluffs on the north side of the river. At one point, however, the rock detached itself from the cliffs and rolled across the river to its present site.

Pompey's Pillar was also a significant landmark for Euro-America explorers, fur trappers, soldiers and emigrants. It was discovered by Canadian North West Company employee Francois Larocque in 1805. A little less than a year later, on July 25, 1806, it was visited by a 12-man detachment under the command of William Clark that included Sacajawea and her infant son. Clark carved his name and the date on the rock and named it in honor of Sacajawea's son. He was just one of hundreds of individuals who have left their marks on the rock for generations.

Pompey's Pillar is now a National Historic Landmark administered by the Bureau of Land Management and is once again a meeting place for people on the northern Great Plains.

Site: #39 **Name:** Pompey's Pillar BLM **Date:** 2/26/99

Ownership: BLM **UTM:** 12 7319361/5097601

Access to Site: Highway 312 off of I 94

General Description: Interpretive site with signs, visitor center, restrooms, parking lot, and a trail. The site is the area where Clark carved his name into the rock in 1806. Access to the site is through a gated entrance on the west side of the road. There are three white painted wagon wheels with two brown gates and a brown sign on the right between them leading to a half mile long gravel road to the site which consists of the sandstone pillar and interpretation surrounding it. The pillar is a projection about 220 feet tall located about 300 feet from the Yellowstone River. Vegetation leading up to the center consists of agricultural fields with concrete irrigation ditches lining the access road. There are two wooden kiosks in the large gravel parking lot, both of which were empty of signs, along with trash receptacles and comfort stations. The parking lot is about 200 feet wide and about 150 feet long. A log visitor's center is set in a manicured lawn between the parking lot and the river. Beyond the visitor's center, there are mature cottonwood trees and native shrubs that typically line the river. There is a small garden area with a bird feeder and plastic pond and an arbor about 4.5 feet tall constructed of twigs or light branches screwed together and wrapped with a light rope. Between the interpretative center and the path up to the pillar, on the lawn, is a low granite boulder with a bronze dedication plaque. Moving beyond it, toward the entrance to the walkway leading up the pillar and just on the left, is a second dedication sign on a polished granite plaque. Access to the site is up a wooden walkway that winds itself up the pillar to the point at which the signature can be viewed. The site of the signature is covered by a padlocked Plexiglas cover and to the left of it are three bronze dedication plaques of various sizes and ages, one from

the Daughters of the American Revolution, one from the Masons, and one to William Foote. Also evident at this point, is surveillance equipment. From here the walkway winds up the pillar to the very top where there are two more interpretive signs and a vista of the Yellowstone and surrounding countryside with the Beartooth Mountains in the distance to the west. Below the pillar to the north is a trail leading first to a dugout canoe replica at the base of the pillar and past it to the river along what appears to be an old roadbed. There are picnic tables under the trees in this area. From the river, leading back to the south, along the west edge of the pillar, is a second old roadbed leading back to the entrance road.

Features:
A. Highway marker L & C NHL BLM
B. Gate and entrance sign
C. MDT sign
D. Entrance road (1/2 mile)
E. Pompey's Pillar
F. Parking lot
G. 4 x 4' kiosk
H. 6 x 12' kiosk
I. Restrooms
J. Interpretive Center
K. Staircase
L. Inscription area
M. Overlook
N. Sign with Buffalo
O. Yellowstone River sign
P. Dugout and sign
Q. Woods on terrace
R. River cliff view
S. Older granite boulder dedication
T. Polished granite dedication stone at the base of the staircase

Evaluation: The site was officially closed for the season, but open to walk in traffic. The site obviously lends itself to natural history interpretation and living history demonstrations. Site has a very nice natural area between the pillar and the river. The quality of the kiosks in the parking lot did not seem consistent with the rest of the site. Placement of the walkway on the pillar was very good preserving the integrity of the initial view of it from the road. The plethora of dedication plagues seems to detract from the site and the existing interpretation. However, they can almost be viewed as historic in their own right.

Recommendation: The dugout would benefit from some protection from the weather-possibly displayed in the context of a diorama of camp. Upgrade the kiosks in the parking lot.

Sign Text/Site Detail:

Feature T:

Pompey's Pillar
National Historic Landmark
Dedication to the vision and spirit of the individuals who passed this way and left an indelible mark on the history of this great nation.

Held in trust by the US Department of Interior, Bureau of Land Management, for those who follow.
July 25, 1992

(logo for Dept. of Int. and BLM)

Bronze sign on Pompey's Pillar near Clark's carving:

Pompey's Pillar
Discovered and named by William Clark of the Lewis and Clark Expedition July 25, 1806.

With Clark returning down the Yellowstone were Pryor, Shannon, Bratton, Windsor, Hall, Shields, Gibson, Labiche, Chaboneau, Sacajawea and child, York the slave.

In gratitude to Lewis and Clark, those intrepid leaders, to Sacajawea, their unerring guide and to the fidelity and courage of all the company.

This tablet is dedicated by Shining Mountain Chapter
Daughters of the American Revolution
Billings, Montana
May 24, 1928

Bronze sign near Clark's carving on Pompey's Pillar:

In memoriam Meriwether Lewis (PM) and William Clark members of PA. Lodge NO. 771, subsequently, MO. Lodge No. 1. A.F. and A.M.
This tablet placed by Billings Lodge No. 113 A.F. & A.M. At a meeting of the Lodge held her June 20, 1938.

Fiberglass sign on railing in front of Clark's carving:

"The natives have ingraved on the surface of this rock the figures of animals etc, near which I marked my name and the day of the month and the year." Lewis and Clark Journals
July 25, 1806

The ground on which Clark stood has weathered away but his signature has not. Because of this remaining physical evidence, the site is one of the few places along the entire Lewis and Clark trail where you can be assured of standing in the footsteps of William Clark and other members of the Expedition.

Sign at overlook:

"This rock I ascended and from it's top had a most extensive view in every direction . . . after satisfying myself sufficiently in this delightful prospect of the extensive country around, and the emence herds of buffalow, Elk, and wolves in which it abounded, I decended and proceeded on . . ."

Lewis and Clark Journals July 25, 1806

The other sign at the overlook addresses the Yellowstone River (didn't record text)

Sign at the dugout:

REPLICA DUGOUT CANOES
Build for Lewis and Clark Trail Foundation
River float by
Huntley . . .? Lions Club
August ????

Site: #40 **Name:** Jct. of Big Horn & Yellowstone Rivers
Date: 2/25/99

Ownership: MDT **UTM:** 13 294427/5107320

Access to Site: I 94, MP 42 & 38, Custer Rest Area

General Description: Two MDT signs at a rest stop with picnic tables, restrooms, and a three panel information sign. The signs have been removed. One base is painted the traditional reddish-brown without a rock base and one is a dark brown with a white backed carving of what looks like wildlife on the top. The signs are 10 feet tall, nine feet apart, have 8 x 8 posts, and 4 x 10 crosspieces. There is a large shake roof over the three panel information sign, which is between the two historic markers. This signboard is a bulletin board with Plexiglas coverings. Currently, there are maps and posters on the bulletin board. The drive into the rest area is paved leading to a paved parking area and the rest rooms. The parking area sits on a level place below a knoll covered in pine trees. The ground drops off steeply to the north and overlooks the junction of the Yellowstone and Big Horn Rivers. There are picnic shelters and tables arranged around the perimeter of the site on the knoll and at the edge of the overlook. There are enameled benches at the overlook and the perimeter of the parking area.

Features:
A. Brown sign frame with carvings of buffalo on the top piece
B. Rust frame (no carving)
C. Information sign
D. Restroom
E. Picnic shelter on hill
F. 1 & 2 trashcans
G. View to the north-background
H. View to the south-mid-ground hills

Evaluation: This site is well laid out and attractively decorated. There is a good color scheme on the buildings. The only thing that detracts visually is the information sign. The site is a great spot with excellent natural landforms. It also has a nice use of landscape with lots of potential.

Recommendation: Get rid of the unattractive three panel sign. Put the information on the front of the restrooms. Move the MDT signs to where they can be set back against the hills. Stagger the signs on the hill, one above the other and possibly embedded into the hillside. The current location obstructs the views. The safety, pet, etc. signs need to be relocated and made to look nicer-they take away from the experience. Place the warning signs closer to the areas where people get off of the pavement. Possibly cut some trees to create a better view. Distribute some of the signs around the site-currently everything is on one side of the parking lot. This could be a good location for a location map showing the confluence and talking about the geology.

Sign Text/Site Detail:

JUNCTION OF BIG HORN AND YELLOWSTONE RIVERS

The area which surrounds the mouth of the Big Horn River as it enters the Yellowstone 13 miles east of here is one of the most significant areas in the early history of Montana.

The Yellowstone was known universally to the Indians as Elk River, early French explorers called it Riviere Roche Jaune. The Big Horn was called Le Corne.

Captain William Clark of the Lewis and Clark expedition, on his return trip from their journey to the Pacific Ocean, camped on the east bank of the Big Horn River, Saturday, July 26th, 1806.

The following year, on November 21st, 1807, an expedition led by Manuel Lisa, a St. Louis fur trader, arrived at the mouth of the Big Horn River. He built a fur trading post which he named Fort Remon in honor of his two-year-old son. This was the first building erected in what is now the State of Montana. From here Lisa sent John Colter to make contact with the Indians who were in winter camp to induce them to come to his post and trade their furs for goods. On this journey Colter discovered the wonders of present-day Yellowstone National Park.

In 1876 during the Sioux and Cheyenne Indian campaign of that year, General Terry and Colonel Gibbon marched up the Big Horn River to the site of Custer's defeat at the Battle of the Little Big Horn. They arrived two days after the battle. The steamer Far West, carrying supplies, plied the waters of both rivers and brought the wounded from that encounter back to Fort Abraham Lincoln, Dakota Territory.

Site: #41 **Name:** Rosebud Creek **Date:** 2/25/99

Ownership: MDT **UTM:** 13 399444/5124566

Access to Site: I 94, MP 112, Hathaway rest area between Forsyth and Miles City.

General Description: Two MDT signs (Rosebud and Cattle brands) at a rest stop with picnic shelters. This is a large rest stop with wooden picnic shelters painted sky blue, with black trim, and shake roofs. The site is on a high overlook above the Yellowstone River at the junction of the Rosebud Creek. The site appears to have received recent work-some immature landscaping. There are cast concrete bases, picnic tables in six picnic shelters, an uncovered picnic table and an information board and comfort station. There are numerous exposed aggregate trashcans with green domed tops. Outside the restrooms is a bench with a concrete base and enameled top set among the trees. The Lewis and Clark sign has a base of rounded river cobbles with a red colored frame of full dimension posts. The sign base measures 33 x 11 x 36" tall. The frame is eight feet tall, the posts are set nine feet apart, and a 4 x 10 is used for the crosspiece. The other sign, which interprets brands, is merely set into the ground. It is located six feet east of the Lewis and Clark sign. The frame is about 10 feet tall with the posts set nine feet apart.

Features:
A. L & C sign
B. Cattle Brands sign
C. Trash cans
D. Picnic tables
E. 1-5 Picnic shelters
F. Gully
G. Panoramic view
H. Restrooms
I. Signboard with nothing on it

Evaluation: There is a spectacular view of the Yellowstone River. The signs and picnic structures block the view of the river. The color and appearance of the picnic shelters detract from the overall impression of the site. Confusing for the two interpretive themes to be placed so close together, as though they were somehow connected without making a connection.

Recommendation: The signs should be lowered or moved to a location where they enhance rather than obstruct the view. The sign base of the Lewis and Clark sign would be more attractive if there were more cobbles and less concrete visible. Separate the two interpretive themes. Move the picnic structures so they no longer block the view. The trashcans should be located in a spot where they are still accessible to the motorists in the parking lot but do not become a focal point. Paint them a more natural color to blend with the surroundings. This is an excellent opportunity to interpret the setting and encourage people over toward the view. There is potential here to interpret the flyway.

Sign Text/Site Detail:

ROSEBUD

From July 28, 1806, when William Clark passed Rosebud Creek on his way down the Yellowstone, this river valley has served as one of the major avenues for development and trade in eastern Montana. Innumerable trappers and traders followed Clark's route, including the American Fur Cp., which constructed Ft. Van Buren at the juncture of the Rosebud and Yellowstone in 1835. The fort proved unprofitable and was abandoned in 1843.

Buffalo hunters took over 40,000 robes from this area alone during the 1860s and 1870s, shipping them out by riverboat. The slaughter disrupted eastern Montana's Indian Lewis and Clark in Montana culture and precipitated several years of bloody confrontation culminating in the Battle of the Rosebud on June 17, 1876 and the Battle of the Little Big Horn eight days later.

In late 1882, the Northern Pacific R.R. established a siding in the Rosebud vicinity as it pushed westward. Soon a town sprang up as a livestock shipping center with Butte Cr. and the Rosebud forming a natural corral. Rail transportation quickly replaced wagon and river traffic. As Rosebud grew it even acquired its own car dealership-the Otis Davis Agency-featuring E.M.F. line. Many an old timer assumed the initials meant "Every Morning Fix'em."

Site: #42 **Name:** Powder River **Date:** 2/25/99

Ownership: MDT **UTM:** 13 467526/5176062

Access to Site: I 94 (Old US 10), MP 14, east of Miles City. Four and a half miles west of Terry on Frontage Road. The site is in a graveled pullout on the right side of the road-heading southwest.

General Description: The site is a graveled pullout just before the road crosses the Powder River. The countryside is open, rolling farmland with deciduous trees lining the riverbank. There is a railroad trestle just ahead and a road bridge next to it. The river cobble base measures 16"x 10' x 14" tall with 8 x 8" posts set 8' apart and a 4 x 6" pressure treated crosspiece with type A hangers. The signboard appears to be a relatively new sign. The railroad track is 100 feet behind sign. Approximately 500 feet from the MDT sign, off of the road near the railroad bridge, is a grave marker of Pvt. William George and Scout Wesley Brockmeyer of the 7th Cavalry. The marker is a stone painted white with black, hand painted letters. Near the river on the other side of the road is a State marker denoting Powder River Depot. This is a singular sign on a post with no accompanying text. Across the river bridge and up Highway 10 a few hundred feet, there is a fenced enclosure. It is constructed with a low wooden fence painted white. There is a sign near the opening (see text) indicating it is the burial site of 5 buffalo hunters. The headstones are limestone rocks with dates engraved into them.

Features: A. Sign
B. Powder River
C. Powder River Depot State Monument sign
D. Grave site
E. Small cemetery

Evaluation: This site has a great potential for expanded interpretation. The setting and the views are good. The site was initially difficult to locate. We had to stop in town and make inquiries. Powder River Depot sign looks old. There is no information about what the Powder River Depot was. There are obviously a number of interesting sites here (two burial sites, one near the river and one up on the knoll), but not much information about them. It leaves a visitor with questions. Recommendations: There should be a sign on I 94 indicating there is a Lewis and Clark site. This could be a great historic byway loop opportunity, using I 94 and Old US 10. The town of Terry has a wonderful old hotel, museum and good potential for services. This route could get people off of the highway and allow them to walk around. In the area of the sign, there could be a pullout picnic area near the clump of trees. You could tie in the grave sites and the MDT sign at this point. From here, there is also an opportunity to interpret natural history with a walk along a fairly natural setting along the river. A path could lead from the pullout to the river (expand the interpretation of the depot here), then follow the bank of the river (on either side) to a point where it could come up to the site of the buffalo hunters graveyard, from there back to Old US 10, and loop back to the pullout.

Sign Text or Site Detail:

Feature A:

POWDER RIVER

This is the river that exuberant parties claim is a mile wide, an inch deep, and runs uphill. The statement is exaggerated. Captain Clark, of the Lewis and Clark Expedition, named it the Redstone in 1806 and afterwards found out that the Indians called it the same thing but they pronounced it "Wa-ha-sah." He camped just across the Yellowstone from the mouth of the Powder on the night of July 30, 1806.

Generals Terry and Custer, moving from the east to take part in a campaign against the Sioux and Cheyenne Indians, camped on the Yellowstone about 25 miles west of here June 10, 1876. From that point, Major Reno was sent with six troops of the 7th Calvary to scout the Powder and Tongue valleys for Indian sign. He swung further west and picked up a fresh trail on the Rosebud. It was this trail that led Custer into contact with the hostiles resulting in the Battle of Little Big Horn.

Marker erected by Montana Department of Transportation

Feature E:

BUFFALO HUNTERS GRAVES

On 8/5/1921 G.R. Red McDonald marked these members graves with dated headstones –

1. Killed by Indians in 1878
2. Killed in a quarrel at the top of Foley Road-house in 1880
3. Three died natural deaths at the Foley Roadhouse in 1881

Prairie County Museum

Site: #43 **Name:** Glendive **Date:** 2/25/99

Ownership: MDT **UTM:** 13 519716/5216708

Access to Site: Old US 10, MP 326, west of Glendive. Sign is in a small green space or undeveloped park along side the road. Access is by an unpaved road.

General Description: MDT sign located in a little roadside park off of I 94. There is a two-track access road to the site that parallels the highway and goes right past the sign. The sign is a typical MDT type with red stained framework, but constructed of roughhewn 30" x 10' posts. The base is 18" high and indented in the middle to 1' high. The piers on either end are faced with cobbles cemented in place. The post on the top is 3 x 12" with 1" decorative pegs covering the bolts. The sign has type A sign hangers. The park is about 250 meters long and about 140 feet wide. It is full of mature trees and bushes. The ground slopes up directly behind the sign to the main road and up in front of the sign to a secondary road (White Chapel Road) accessing a small business district. The West Glendive Fire Department is directly across from the sign. There are also signs for a private campground, mobile homes, and other light industrial type businesses in the vicinity.

Features: A. Sign
B. Park
C. Highway (Old US 10 and new I 94)

Evaluation: The site is not readily evident from the main road. The sign faces away from traffic and there is no indication on the highway that it is there. The sign currently is in a "ditch" of the highway.

Recommendation: Move the sign to a location that is more accessible and has a view of the countryside. Move the sign closer to the highway exit or the river. MP 210 where the highway intersects would be a better spot. There is a view of the river from here. Is there a rest area that might be a better location for this sign? Consider eliminating this sign altogether.

Date Installed/Updated: 1969

Designer/Manufacturer: GAS

Sign Text/Site Detail:

GLENDIVE

A yachting party consisting of Captain William Clark, of the Lewis and Clark Expedition, six of his men, Sacajawea and her child floated by here August 1, 1806, navigating a craft made by lashing together two hollowed-out cottonwood logs. It was Clark's birthday and the outfit had to land that afternoon to let a herd of buffalo swim the river ahead of them.

Sir George Gore, a "sporting" Irish nobleman, arrived on the scene to hunt in 1855 with Jim Bridger as a guide. Gore's harvest during an eleven-month stay in the Yellowstone Valley included 105 bears, over 2,000 buffalo, and 1,600 elk and deer. He hunted for the thrill of the chase and trophies, only infrequently using the meat. The Crows, who occupied this country, hotly protested the devastation of their food supply.

It was Sir George who named the local tributary to the Yellowstone River "Glendive," and the town assumed the same name 25 years later. During the cattle boom of the 1880s, Glendive became the "Queen City of the Crow Land." In 1884, 12,800 pilgrims" or eastern cattle were unloaded here in one week to help stock the range. They may have been "barnyard stock" but their progeny grew up rough, tough, and hard to curry.

Smaller sign attached to the top of the sign-Erected by Montana Highway Commission-penalty for defacing.

Site: # 44 **Name:** Sun River **Date:** 3/18/99

Ownership: MDT

Access to Site: Located on US 287, about 2 miles north of Augusta (US 287/MT 21 junction), at the top of a rise. Pullout is located on west side of road.

General Description: The sign is the classic MDT design. It is mounted on a cobble stone base that is 10' x 24" x 24". The frame consists of round 8" posts, set 8' apart, that are 6' tall and have a 4 x 6" crosspiece across the top. The sign is a painted 4 x 6' with 2 x 4" framing.

Features: Pullout and 1 sign.

Evaluation:

Recommendations: Identify where the Sun River, Haystack Butte, and the travel route that Lewis followed from the Continental Divide east.

Sign Text or Site Detail:

SUN RIVER

The Sun River was called the Medicine River by the Indians in the days of the Lewis and Clark Expedition (1804-1806). The Indian name was probably given because of an unusual mineral deposit possessing marked medicinal properties which exists in a side gulch of the Sun River Canyon west of here.
This country was claimed and occupied by the Blackfeet Nation in the frontier days. After the Indians were confined to reservations it became cattle range.
In 1913 the U.S. Reclamation Service built a storage and diversion dam near the mouth of the canyon and the water is used for irrigation on the valley and benchlands east of here.

Site: #45 **Name:** Upper Missouri Visitor Center
Date: 2/24/99

Ownership: BLM **UTM:** 30 meters west and 15 meters south of site 58

Access to Site: Travel north on Front Street through Fort Benton. Visitor Center is on the west side of Front Street. The center is only open during the summer. You can get permission to go into the center by calling (406) 538-7461 during the winter.

General Description: Site consists of an old one-story house set back from the street about 80 feet. There is a low hedge between the street and the lawn with a sidewalk leading up the center of the lot to the front door. The public area is in the front rooms of the house. There is an information desk, natural history display, artifacts from Ft. Benton, and a brief display on Lewis and Clark with portraits and biographies of each of them, plus an overview of their trip. There is also a 13-minute video on Lewis & Clark (we didn't watch it). The visitor area of the house is decorated to look like a pioneer style house-coal burning fireplace, décor, etc. The rest of the house is maintained as an office and residence.

Features:

Evaluation: Cute little visitor's center. Site does not have much in the way of interpretation. It mostly is a visitor information center-probably caters to rafters.

Recommendation: Possibly use a copy of a sign that was designed for another location (to save money) to install at this location. Is there a need to broach the Lewis and Clark subject at this location? There is ample information elsewhere in the vicinity.

Sign Text/Site Detail:

Site: #46 **Name:** Decision Point **Date:** 2/24/99

Ownership: BLM **UTM:** At sign Zone 12, 537775/5307964. At trailhead 537564/5307879.

Access to Site: East of US 87 on gravel road just south of the Marias Bridge south of Loma there is a graveled turnaround at a trail head bordered by a wooden drift fence or blizzard fence.

General Description: The site consists of a short trail to the top of a bluff overlooking the confluence of the Marias and Missouri Rivers. The bluff is a three lobed overlook, each with a low sign. A three-sided fence surrounds the overlook site. The 2 x 3' signs are fiberglass embedded, have a NPS style with steel frames set at an angle on a low steel post base. There is a fantastic view from the trail of the confluence and a mountain range in the distance.

Features: A. Decision Point Sign
B. Fort Piegan sign
C. Ophir sign
D. Knoll
E. Trail
F. Beautiful view of confluence (in distance is mountain range)
G. Trailhead parking area

Evaluation: The site was difficult to find because there were no highway markers. The trailhead sign is badly weathered. Recommendations: At or before the highway tie in historical MDT sign with this site and include a map of the trail. A road sign is needed on the main highway to indicate the trail. Move the Blood Massacre Memorial to this site or at least tie the two together somehow. Add some interpretation at the trailhead for people who don't want to or are not able to hike the trail.

Viewpoint should include pre- Lewis & Clark information. The existing trailhead sign should be replaced. A sign should be placed on the gravel road indicating the trailhead. The Ophir sign should tie in with Loma. It would be nice to see the plat of Ophir over the top of the landscape as it is now for orientation. This is a good opportunity for watchable wildlife or wildflower signs.

Sign Text or Site Detail:

Feature A:

The Lewis and Clark expedition camped at the junction of the Marias and the Missouri Rivers between June 2- 12, 1805. The long stay allowed the group to rest and contemplate a dilemma which river flowed over the "Great Falls" described by the Mandan Indians? Information provided by the Mandans the previous winter had been reliable to this point. But finding the Marias River was a surprise. The correct decision would lead the expedition to the best route across the Rockies. A wrong decision could strand them unprepared for a potentially deadly winter. Lewis led a small party up the Marias. Clark did the same along the Missouri, but turned around just short of the falls. Their decision was a judgement call. The Marias was swollen and muddy from spring run-off. The Missouri was clear with a rocky bed, characteristic of rivers recently emerging from the mountains. The Captains were confident the Missouri was the correct route, and their decision was rewarded when the falls were discovered on June 13, 1805.

Site: #47 **Name:** James Kipp Recreation Area
Date: 2/24/99

Ownership: BLM **UTM:** Zone 12, 674095/5276890

Access to Site: US 191

General Description: Site contains a campground, day use, boat launch, restrooms, and interpretive signs. The interpretive structure sits on a 22' diameter concrete pad. It is a shake roofed and enclosed structure 21 feet across, 8' tall in the front, and 8' deep framed structure with 1 x 6 beaded tongue and groove siding. It is located at the entrance to an extensive camp area with camping and visitor facilities in a heavily wooded river terrace area adjacent to the Charles Russel Wilderness (wildlife viewing) Area and on the banks of the Missouri River. The interpretive signage is done in full color and Plexiglas covered. The right hand panel contains a map of the recreation area. The middle panel deals with natural history and contains large multicolored pictures of plants and wildlife. The third panel interprets history with a short paragraph dedicated to Lewis and Clark. In front of the signs, there is a large lichen covered granite boulder suitable for a seat. The approach to the site is down a gravel road which becomes a loop drive in front of the sign and takes off from there to access the camp area.

Features:
A. Sign the Mighty Missouri Lifeblood of the Plains (4 x 6')
B. Sign Pause and Experience the Amazing Diversity (4 x 8')
C. Sign James Kipp Recreation Area (4 x 6')

Evaluation: Site is attractive and well done. The signage is placed in an attractive setting.

Recommendation:

Sign Text/Site Detail: The text from the sign that pertains to Lewis and Clark…

> Lewis and Clark passed here with their Corps of Discovery on May 24, 1805, during the second year of their adventure, and camped just 2 _ miles up river. Members of the expedition sailed and poled, but mostly pulled their boats up river, averaging 13 miles a day against the formidable current.

Site: #48 **Name:** Missouri Breaks Byway **Date:** 2/24/99

Ownership: BLM **UTM:** 12 635570/5273026

Access to Site: Sign is 10.5 miles along the road to the byway from Winifed.

General Description: Sign is along the byway. The sign includes a map with regulations and warnings. Sign has information on history on the other side (see text).

Features: A. Sign

Evaluation: Sign frame design is attractive and well constructed but seems inappropriate for the location. The setting and surroundings of the sign are not attractive. Site appears to be a strange location for the sign. Sign has been heavily vandalized-bullet holes, etc. The byway and road signs don't do a good job of indicating where you really are. Turns and junctions aren't easy to figure out. The byway itself is a wonderful drive. The vegetation is very natural looking scrub cedar, pine, and sagebrush with no real evidence of human intervention. There are dramatic vistas in all directions as the road follows the top of the highest ridgeline above the Missouri River.

Recommendation: Maybe add some warning signs? Need to know if you can get the entire way through-locked gate? We were quite far into the byway drive before we encountered adverse road conditions and determined we needed to turn back. This was an unstable time of year for road conditions. The road condition should be posted at the entrance or access limited to avoid mishaps by those who are less than cautious. Better signage to make it easier to locate the byway drive.

Sign Text/Site Detail:

Feature A: (this is the text on the sign that pertains to Lewis and Clark)

Early Exploration

The first white explorers to visit this area were Lewis and Clark in 1805. They described the Bad Lands as the "deserts of America." On May 26, Captain Clark climbed to a high point north of the river and saw snowcapped mountains for the first time. His journal entry is poignant as he first rejoices at their progress, then ponders the difficulties of crossing the Rockies. The setting for these events of Lewis and Clark adventures can be seen in the panorama for Sunshine Ridge.

Site: #49 **Name:** Toston Dam (BLM) **Date:** 3/21/99

Ownership: BLM

Access to Site: US 287 exit (approximately 2 miles south of town of Toston); then 5 miles on gravel road to Toston Dam and BLM recreation site.

General Description: The sign is located in a fairly primitive gravel parking lot and picnic area. The entire site is about 90 ft. x 200 ft. It is located approximately 30 ft. back from the reservoir. There are 4 picnic shelters on the south side of site, right above the lake. There is a cul-de-sac turnaround on the west end. The site is located about 100 yards west and upstream from Toston Dam. The sign is located in the very SE corner of the parking lot, and does not play a prominent part. The sign does allow the viewer to see a large rock face while reading the sign. The primary use of the site appears to be for boat access-a number of boat trailers were parked in the area. The sign is a 40 x 40" plywood sign on two 4 x 4' supports that are 8 ft. tall. It is a fairly new sign with a chocolate brown background and white lettering. There are 3 logos (too large); the left logo is the Lewis and Clark logo, the middle logo is the BLM logo, and the right logo is the Montana seal.

Features: A. Sign.
B. Parking lot.
C. Picnic tables
D. Toston Dam and Reservoir
E. Rockface
F. Juniper/sage/yucca covered hills to the north

Evaluation: Text is good, the sign material is poor, and the location is incidental.

Recommendation: Site needs landscaping and overall theme structural elements. There should also be some signing on the highway indicating there is a Lewis and Clark historical site.

Designer/Manufacturer: See sign text below

Sign Text or Site Detail:

LEWIS AND CLARK TRAIL

The Lewis and Clark Expedition passed this way on their westward trek across the continent. Expedition members camped on the west side of the Missouri River on July 26, 1805, a short distance upstream from the present day Toston Dam.

It was near this location on July 26 that Captain Meriwether Lewis discovered and described stipa comata, commonly known as needle and thread grass.

Captain Clark also identified the large spring on a map, which still can be seen .5 mile below the dam.
The rocky cliffs on either side of the River downstream from this location were significant landmarks previously described to the expedition leaders by Indian informants at Fort Mandan- in present day North Dakota. The cliffs were described as the "little gates of the mountains," where in the informants terms, the second chain of Rocky Mountains approached the River. The more notable "gates of the Rocky Mountains" are located approximately 60 miles downstream.

Site: #50 **Name:** Giant Springs/Heritage State Park
Date: 2/23/99

Ownership: State Parks & Montana Power Company

Access to Site: 3.5 miles from the USFS Lewis and Clark Interpretive Center (Giant Springs Road)

General Description: The site is a park on the river at the site of the springs and fish hatchery. The park is well developed with picnic areas and play areas for children, restroom facilities, and drink vending machines. At the waters edge, there are three metal signs measuring 20 x 32" with two 10 x 12" text plaques attached. The main sign includes a map and a sketch of the Lewis and Clark Expedition. There are meandering paths and mature trees throughout the site. The walk at the river is paved with benches for viewing and paths to islands near the edge of the river. Uphill (6'?) about 150' east of the springs is a bronze plaque 24 x 30" mounted on a granite boulder 6'x 4'x 4'.

Features: A. Bronze plaque
B. Metal sign
C. Metal sign

Evaluation: Great park around the fish hatchery and Giant Springs, nice landscaping, lots to see and do. Well developed and attractive interpretation.

Recommendation: Tie the site into visitor's center. Use the "consistent logo." Change the signs to use natural bases-boulders or stepped rocks-to mimic the natural surroundings at the water's edge across the river.

Sign Text/Site Detail:

Feature A:

Lewis and Clark
on Their Historic Expedition to the Pacific Coast
Discovered This
Giant Fountain
June 18 - 1805
In Honor of Their Courage, Fidelity and
Patriotism of the Explorers
This Tablet is Here
Placed and Dedicated
By
Black Eagle Chapter
Daughters of the American Revolution
Great Falls, Montana
May 30 - 1928

Feature B:

THE PORTAGE

In order to bypass the falls, the expedition had to go cross-country with their boats and cargo. The portage required the most difficult labor so far. The ground was rutted and covered with cactus, which cut through their rawhide moccasins. Violent rain and hailstorms slowed their progress. They were also troubled by Grizzlies and no one was safe to be alone. The final portage route was 18 _ miles long and ended at White Bear Island.

The falls have since been covered by dam backwaters.

Lewis-finding of the Great Falls proved that the expedition was on the right course to the Pacific as described by the Indians. In his journal, Lewis wrote "[it] soon began to make a roaring to tremendous to be mistaken for any cause short of the great falls of the Missouri… the Cascade… is a smooth even sheet of water falling over a precipice of at least eight feet… [and] forms the grandest site I ever be held."

Feature C:

THE EXPEDITION

The expedition called Corps of Discovery opened vast new areas to American expansion and commerce and won peaceful relationships with the Indians. As a scientific expedition the Corps was unsurpassed. Its members identified

many new plants, fish, reptiles, birds, and mammals. The cost of the expedition was $39,000.00. Never had so much been accomplished for so little.

Captain Meriwether Lewis left Washington DC in June 1803. He hired men and boats then floated down the Ohio to join Captain William Clark. They camped for the winter on the Mississippi where they trained the rough woodsman into an organized team. On May 14, 1804, the expedition started up the Missouri with 51 men, three horses, a dog, two large boats, and several small canoes.

The expedition spent the winters of 1804 and 1805 with the Indians. The party arrived at the Great Falls of the Missouri on June 13, 1805. Continuing up the Missouri they traveled cross-country to Idaho then on to the Pacific Ocean. In 1806, they returned to Missoula, Montana. Clark went southeast to explore the Yellowstone River. Lewis went northeast to the Great Falls and down the Missouri to meet Clark. The expedition returned to St. Louis in September 1806.

Site: #51 **Name:** Missouri Headwaters State Park
Date: 2/27/99

Ownership: State Park **UTM:** Zone 12, 462446/5086217

Access to Site: Off Old US 10 or Secondary 346 or 205, six miles north of Three Forks

General Description: This is an extensive recreation area extending up the Missouri River for four miles, both day use and camping, fishing access, and watchable wildlife. At four miles, there is a large industrial plant, eight miles north of the end of the park. The road through the park follows the river and the railroad tracks near the north end. Rising up from the riverbed at the north end of the park is a large rock face. The landforms in and around the park are varied with knolls and benches from which to view the meandering river. The "Floating the Missouri" sign is a cream and brown painted plywood sign 4 x 5' on a black 4 x 4" steel base set at an angle and mounted one foot off the ground in front. The "Fishing the Headwaters" sign is a 4' x 30" anodized aluminum on a black sign mounted on a similar 4 x 4 steel frame. Also at the site are a restroom, firepits, and picnic tables. The site faces the cliff on the north across the river. There appears to be an old railroad grade across the water at the base of the cliff. The use area is graveled and lined with vertical railroad ties, natural brushy vegetation on the riverside, and grass on the roadside.

Features: A. Fair-weather boat ramp-parking area
1. "Floating the Missouri"
2. "Fishing the Headwaters."
3. Cliff to northwest
4. Boater information kiosk

B. Missouri River
C. Old railroad bed on west side of the river-runs north-south

D. Present railroad bed on east side of road-runs north-south
E. Bridge that crosses the Missouri
F. Fort Rock Picnic Area
    1. Pioneer graves-cemetery
    2. Identifier at top of knoll
    3. Centennial acre sign-on knoll
    4. Native flora sign
    5. Colters Run sign
    6. Fur Trappers sign
    7. Three Forks post-1810 sign
    8. Fur trade sign
    9. In commemoration sign
    10. NHL plaque on granite stone
    11. Lewis and Clark arrive at Headwaters sign
    12. Sacajawea Captured sign
    13. Welcome to Headwaters sign
    14. Native Americans sign
    15. Relief Map
    16. European interest in the Missouri sign
    17. Louisiana Purchase
    18. View of Lewis Rock
    19. Knoll with interpretive trail
    20. Picnic shelter-1st
    21. Picnic shelter-2nd
    22. Picnic area-below
    23. View of the Madison-Jefferson River
    24. View of Gallatin River
    25. Railroad tracks
    26. Granite dedication sign
    27. Gravesite/Memorial?-Clark M. Maudlin
    28. Centennial Acre-below
    29. Contributors sign
    30. Restrooms under interpretive area/ shelter
    31. Restrooms in parking lot
    32. Pump house

Evaluation: The overall look at the entrance to the park is a bit piecemeal. The restrooms are weathered and old looking. The information board is weathered and damaged. There are many different ages and types of signage-not a good introduction to a good facility. The restroom figures prominently against the view of the Gallatin Hotel from the entrance parking area. Feature A has too many styles of signs and no cohesiveness. The signs should be together with landscaping. The plywood "Louisiana Purchase" sign is weathered and is peeling paint.

Recommendation: The entrance should reflect the quality of the rest of the site. The signs should be updated and consistent. This is a good place to introduce the Lewis and Clark journey with an overview. Feature A: Lewis and Clark could be added to this site. This is an excellent opportunity to show where Lewis & Clark floated the river. "You can practically reach out and touch where Lewis and Clark were." This is one of the few places were you can get really close to where Lewis & Clark were. Fit the theme of floating the Missouri Headwaters-then and now. Good spot to effectively use sculptural elements. Feature F: Site has too much interpretation. All the dedication markers detract from the message of the interpretation. The Centennial Acres dedication sign is outdated. The plywood signs are badly weathered and need to be replaced. Great opportunity for some three-dimensional interpretation. Exciting interpretive shelter design. Peak identifiers are good but showing signs of vandalism.

Sign Text/Site Detail: On the west side of the river is an area of manicured lawns, picnic tables, one piece aggregate restrooms, a loop trail overlooking the Missouri, and a unique interpretive structure constructed of logs and rock with a sod covered roof. Also at the site are a pioneer graveyard and numerous dedication markers.

Feature F Signs:

There are numerous signs at this site, many of them pertain to Lewis and Clark and are recorded as follows. Photographs were taken of all the signs at this site. Principal panels: screen printed on radius corner, rounded edged _" plywood. Printed colors on tan background mounted 25" off the ground at 30-degree angle on steel mounts with attached overlapping aluminum text panels. Text panels: 3/8" aluminum brown colored radius cornered, beveled edged panels-approximately 18 x 24" with engraved gold colored text. Mounts: 4 x 4" steel posts (2), angled 30 degrees, 25" from ground with steel 4 x 4", attached to top extending out for attached text panels.

Feature F-4:

NATIVE FLORA

The native vegetation of this area appears much the same as
when Lewis and Clark
Properly. Thank you.
Buckwheat Brush
Big Sagebrush
Pincushion Cactus
Prickly Pear Cactus
Saltbrush
Bluebunch Wheatgrass

Feature F-5: The Headwaters Region was the setting for the legend of...

COLTER'S RUN 1808

In the fall of 1808, John Colter and John Potts, both former members of the Lewis and Clark Expedition, were trapping up the Jefferson River. Angered by previous encounters with white men, a band of Blackfeet attacked the two trappers. Potts was killed; Colter was stripped and told to run for his life. Heading out across the plains, Colter outdistanced all but one of his pursuers. Nearly exhausted, Colter turned on the Indian, killing him. The trapper continued on to the river, where he hid under a snag. The Blackfeet searched for him but finally gave up at darkness. Colter emerged and headed for the trapper's fort on the Big Horn River, a journey he made in seven days.

Feature F-7: Easy river access and large numbers of beaver made the Headwaters a logical place for the...

THREE FORKS POST-1810

In 1810, Manual Lisa of the Missouri Fur Co. sent a large party of 32 trappers under the command of Pierre Mendard and Andrew Henry to establish a post at the Headwaters. Arriving on April 3, 1810, they built a "small enclosure" consisting of a "fort and trading house at the forks between the Jefferson and Madison Rivers."

They accumulated large numbers of beaver, but grizzly bears and Blackfeet killed several trappers.

Among the dead was George Drouillard, the Shawnees half-breed admired by Lewis and Clark for his wilderness skills. Col. Mendard finally concluded that it was hopeless to maintain a post at the Three Forks. In the fall of 1810, the trappers abandoned the attempt to establish a permanent trading post at the Headwaters.

Feature F-8: The Headwaters drew many trappers because of its beaver population.

FUR TRADE

Lewis and Clark had barely returned to the east when spurred by their report of vast numbers of beaver, Manual Lisa formed the Missouri Fur company. Recruiting several veterans of the Expedition-John Colter, George Drouillard, John Potts, and Reuben Fields-along with other trappers, Lisa established a fur post on the Big Horn, and next, in 1810, at the Three Forks. His monopoly of the fur trade was destroyed by the

War of 1812 and by Indian hostility. In the 1820s and 1830s, two other fur companies (Rocky Mountain and American) continued to trap in the headwaters Region employing men whose names were to become legendary: Jim Bridger, Kit Carson, Jim Beckworth, and Jedediah Smith. By the 1840s, however, the beaver in this area had been trapped to near extinction, and silk hats became more fashionable than fur; large scale trapping at the Headwaters passed into history.

Feature F-10: National Historic Landmark-1962 (bronze plaque on granite stone)

Feature F-11: Lewis and Clark explored the Missouri River in search of the "Northwest Passage."

LEWIS AND CLARK ARRIVE AT THE HEADWATERS
JULY 1805

"The object of mission," wrote President Thomas Jefferson to Meriwether Lewis and William Clark, "is to explore the Missouri River and such principal streams of it... as may offer the west a direct and practicable water communication across the continent."

Lewis and Clark, along with 32 other members of the Expedition, camped on the banks of the Jefferson near here. Although they realized by then that the Missouri would not lead directly to the Pacific, they still considered it "an essential point" in the geography of North America. The Expedition rested here, exploring the surrounding area and noting the wide variety and abundance of game and plants. The following year, Clark and some members of the Expedition returned here on their way east.

Feature F-13: Welcome to the Headwaters of the Missouri River.

Here the confluence of the Jefferson, Madison, and Gallatin Rivers marks the beginning of the Missouri River and forms the largest drainage system in the United States. Lewis and Clark in 1805 called this point "three forks" and named these rivers in honor of prominent statesmen of the time.

For centuries, the Headwaters have been a common meeting ground for the Indian tribes that roamed these mountains and plains. It became a focal point in European politics in the late 18th century and it was hoped that a Northwest Passage to the Pacific Ocean would be found by tracing the Missouri to its source. After the Lewis and Clark Expedition dispelled this myth, the confrontation between the Indian and white cultures began a century of conflict and accommodation.

This park has been registered as a National Historic Landmark by the Secretary of the Interior. We hope these historical displays showing events characteristic of the development of the Western Frontier will add to your enjoyment of this unique site.

Feature F-16: The Missouri River and its drainage were key elements in European conflicts.

EUROPEAN INTEREST IN THE MISSOURI

Throughout the 16th and 17th centuries, England, France, and Spain competed in the search for a water route across North America. Explorers such as De Soto, La Salle, de la Verendrye believed that the Mississippi-Missouri was the fabled Northwest Passage to the wealthy Orient. By 1760, the French had penetrated farther up the Missouri than any other nation, but England emerged from the French and Indian Wars as the strongest power on the continent. With the birth of the United States in 1776, a fourth entered to contest for domination of the western lands. The power struggle continued for another 25 years, with the United States siding with first one European nation, then another.

In the end, the desire of France to limit England's power made possible the purchase of the Western Territory by the United States.

Feature F-17: The Missouri and Mississippi River drainages determined the boundaries…

LOUISIANA PURCHASE-1803

This acquisition, as well as the exploration, of the Mississippi-Missouri by the white man was carried out against a background of European power politics. In selling the Louisiana territory to the U.S., Napoleon of France acquired money to further his own ambitions against England, while at the same time setting up against England "a maritime rival who will humble her pride." For the United States, the Louisiana Purchase was "an event of such magnitude that its results are beyond measurement. It doubled the area, adding resources of incalculable value, providing a potential that was certain to make the U.S. a great power and guaranteeing our expansion beyond the Rockies to the Pacific.

…There is no aspect of our national life, no part of our social and political structure, and no subsequent event in the course of our history that it has not affected."—Bernard De Voto

Feature G:

1. Peak identifier-south of Feature F
2. Foot trails all over the knoll-return to Feature F

Feature G is located south of Feature F also on the left side of the road and another graveled parking lot with restrooms facilities and hiking trails that leads up to the top of a rocky bluff with landform identifier interpretation, overlooking the river and foot trails. Landscaping at this site is natural with boulder and peeled log boulders on the parking area, low, slatted, benches at the parking area as well as off the trail above. Treated wood directional and use signs and an empty metal sign base presumably trail identifier information. Signage is a mixture of painted (stained) wood and oiled wood and metal in all shades of brown. The restroom is cream or yellow colored with brown trim and a sod roof.

Feature H:

1. Missouri Headwaters sign-trailhead
2. Headwaters Viewpoint sign

Feature H is another river access on the right side of the road (west) graveled with upright low posts around the perimeter of the parking or drive-in area. The sign is 17" x 22", steel sign on a 4 x 4 steel post. The site also contains a Headwaters vicinity map and two wooden picnic tables. The old roadbed at the south end of this site becomes the parking lot for the other site across the road. Many square interpretive trail markers posts are visible throughout the area on both sides of the road.

Feature I: Campground

1. Log cabin and sign
2. Thomas...Flour Mill sign
3. Interpretive trail starts in Feature G
4. Pumphouse
5. Kiosk and restrooms
6. River

Feature I is a camping area with log cabin interpretation, drift fences, some domestic landscaping, picnic tables, RV dump station, graveled entrance delineated by upright railroad ties, natural vegetation, and interpretation of historic themes. This is the beginning of an interpretive trail.

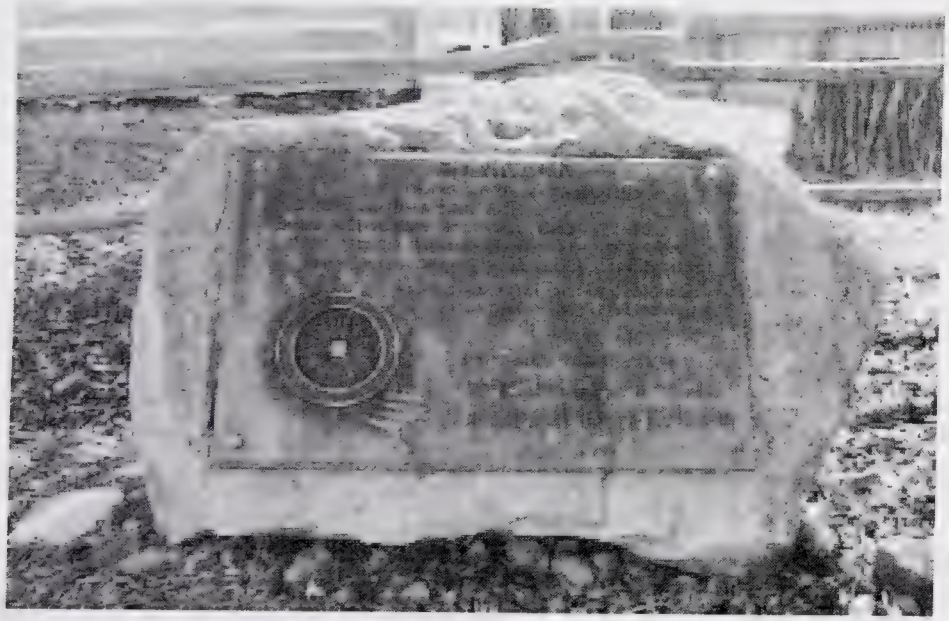
Feature J: Interpretive pullout-introduction to park with regulation signs

1. Information board
2. Missouri Headwaters State Park Facilities Map
3. Logo and regulations
4. Restrooms
5. Gallatin Hotel-historic
6. Interpretive trail to hotel
7. Interpretive sign-Gallatin City
8. Relief Map and fence around it
9. Flag pole

Feature J is a pullout with location and park entrance signs, restroom of the same yellow/cream and brown with sod roof.

Large relief maps, old Gallatin City hotel and interpretation. Vertical railroad tie retainers back the area map and relief map. Peeled and treated wood flag pole and large landscape boulders around the site. Nature interpretive trail markers are visible at various points. Vista is of hills surrounding entire area. The site is in a grassy field setting. The main entrance sign to the park is a bit farther down the road to the south. It is similar to the exit sign at the opposite end of the park. Farm buildings are visible just beyond the southern boundary of the park on the other side of a log drift fence. Cattails are on the westside of the road.

Site: #52 **Name:** Bannack State Park **Date:** 4/30/99



Ownership:

Access to Site: Gravel and/or dirt road leading north from Grant to Bannack between Secondary 324 and 278

General Description: Broad, open valley ringed by hills and mountains through ranch land with scrubby desert vegetation, sage, and grass. At the entrance to the restored ghost town of Bannack, is a large granite boulder on which a DAR plaque was installed in 1925 noting the Lewis and Clark Trail of 1806. The boulder is set in the ground next to a National Historic Landmark marker of similar construction

Features:

Evaluation:

Recommendations: Do some interpretation right near where you pull off to go north to Bannack so a person wouldn't have to go all the way north if they didn't want to. This could be called Shoshone Cove or Horse Creek Prairie. Interpret the Lewis and Clark and the Nez Perce Trail. Could advertise Bannack (classic MDT potential Bannack sign from rest area). Also, there is a good opportunity to interpret the geology giving an overview of the passes. This area could be developed as a loop by using Secondary 324 – north to Bannack and east again on Secondary 278 back to I 15.

Sign Text or Site Detail:

Site: #54 **Name:** Fort Union Trading Post **Date:** 2/25/99

Ownership: NPS **UTM:** 13 571387/5316485

Access to Site: Secondary 327, 11 miles south of Baineville. Located at the Fort Union National Park site.

General Description: Sign is located on a paved trail leading up to Fort Union. It is a classic NPS sign. It overlooks the confluence of the Yellowstone and Missouri Rivers.

Features: A. L & C sign
B. River gravel signs
C. River transportation sign
D. Ft. Union sign
E. Ft. Union reconstructed
F. Missouri River view
G. Picnic area
H. Sidewalk

Evaluation:

Recommendation: Don't add anything. Lewis and Clark are not the focus of this site. Suggested changes to the sign: The map should show the confluence of the rivers and landforms rather than existing towns, and show something from the journals. The map should indicate where you are standing. Sign should indicate what you are looking at across the river. The fort is great.

Sign Text/Site Detail:

Feature A:

LEWIS AND CLARK TRAIL

Meriwether Lewis and William Clark were among the first to recognize the suitability of this site for a fur trading post. Their

expedition (1804-1806) passed through this area on its way to the Pacific Coast.

The explorers noted that the riverbanks here had a gravel base and were situated well above the flood level. Cottonwood and ash were readily available for construction. The site provided a broad vista which would prevent approaching Indians from being concealed. Indians on their trading migration would also be able to see an outpost from a great distance.

On their return journey, Lewis extensively surveyed and charted this site and the land near the junction of the Yellowstone and Missouri Rivers. Today, Fort Union is a designated stop on the Lewis and Clark National Historic Trail.

This sign includes a painting of the expedition, a map of the route, and a piece of the journal entry. There is a logo for the Lewis and Clark National Historic Trail.

Site: #55 **Name:** Fort Peck Dam **Date:** 2/25/99

Ownership: Corps of Engineers
UTM: 13 396360/5318031

Access to Site: See Louanne's notes

General Description: See Louanne's notes… Overlook with parking lot and restrooms. Short paved trail to the overlook and the interpretation signs. The signs measure approximately 24 x 36" and are cream colored embedded fiberglass with Plexiglas covers. They are set on steel 2 x 4" frames with steel 2 x 6" bases.

Features:
A. Sign Peculiar White Water Named the Milk River
B. Sign Lewis and Clark at Big Dry River
C. Sign Summits at High Hills…
D. Walk way to overlook
E. Views that are described on signs
F. Wooden kiosk in parking lot
G. Picnic shelter

Evaluation: Signs had all of the elements, but were dull. Fiberglass imbedded signs are getting boring. The maps in the background are very faded and faint.

Recommendations: Could use some "along the way maps" to tie this area into the bigger picture of the whole journey. Maybe add a map to the larger signboard in the parking lot.

Sign Text or Site Detail:

Feature A:

Look slightly to your left at the end of Fort Peck Lake to find the highest hill in this area, today called Signal Hill. It was near this area Capt. William Clark first viewed the named Milk River as enters the Missouri River. Lewis and Clark concluded correctly that this was the same river that Hidatsa Indians at Fort Mandan referred to as the "River Which Scolds At Others". Imagine how like an oasis in the middle of the prairie these tow converging rivers must have seemed.

Lower left corner:

"The water of these river possesses a peculiar whiteness, being about the colour of a cup of tea with the add mixture of a tablespoonful of milk. From the colour of its water we called it Milk River, Capt. Clark who walked this morning on the Lard. Shore ascended a very high point opposite to the mouth of the river: he informed me that he had a perfect view of the river and the country to which it passed… " - Capt. M. Lewis, Wednesday May 8, 1805

Right side:

Scientific Discovery: White apple, (Psorlen esculenta)
"The white apple is found in great abundance in this neighborhood… our epicures would admire this root very much, it would serve them in their ragouts and gravies instead of the trufles morella." - Capt. M Lewis, Wednesday May 8, 1805

On all three signs…

Excerpts taken from The Journals of the Lewis and Clark Expedition, Volume Four, April 7 – July 27, 1805. Gary E. Moulton, Editor

Produced in cooperation with Travel Montana, Dept. of Commerce Montana's Missouri River Country
(logo) Army Corps of Engineers

In the background graphics of all signs are faint copies of the original maps and journal entries.

Feature B: LEWIS AND CLARK AT BIG DRY RIVER

With No Running Water, the Stream was called Big Dry River.

As you look straight south across Fort Peck Lake, it doesn't make much sense that an area inundated with so much water could be called the Big Dry. Yet, in 1805 when Lewis and Clark named it, instead of an arm of the lake, the Big Dry was a tremendous, relatively dry riverbed. The Big Dry was so impressive, Lewis and Clark thought it extended possibly as far southeast as the Black Hills. Unlike streams they were familiar with in the east, which flow all year, an intermittent stream like the Big Dry was a curiosity to Lewis and Clark.

"Today we passed the bed of the most extraordinary that I ever beheld. It is as wide as the Missouri is at this place for _ a mile wide and not containing a single drop of running water; some small standing pools being all the water that could be perceived...This stream we called Big dry river" Capt. M. Lewis, Thursday May 9, 1805

Scientific Discovery:
The Willet (catop.....)
"I killed four plover this evening of a different species from any I have yet seen... the notes of this bird are louder and more various than other of this family..." Capt. M. Lewis Thursday May 9 ,1805

"We saw a great quantity of game today particularly of Elk and Buffaloe, the latter are now so gentle that the men frequently throw sticks and stones at them in order to drive them out of the way." Capt. M. Lewis Thursday May 9, 1805

Feature C:

Summits of High Hills Were Covered with Pine

"About 5 P.M. my attention was struck by one of the party running at a distance towards us and making signs and hollouring as if in distress... he (Private Batton) informed me... he had shot a brown bear which immediately turned on him... we finally found him... and shot him through the skull with two balls... it was a monstrous beast... These bear being so hard to die reather intimidates us all; I must confess that I... had reather fight two Indians than one bear;" Captain M. Lewis, Saturday May 11, 1805

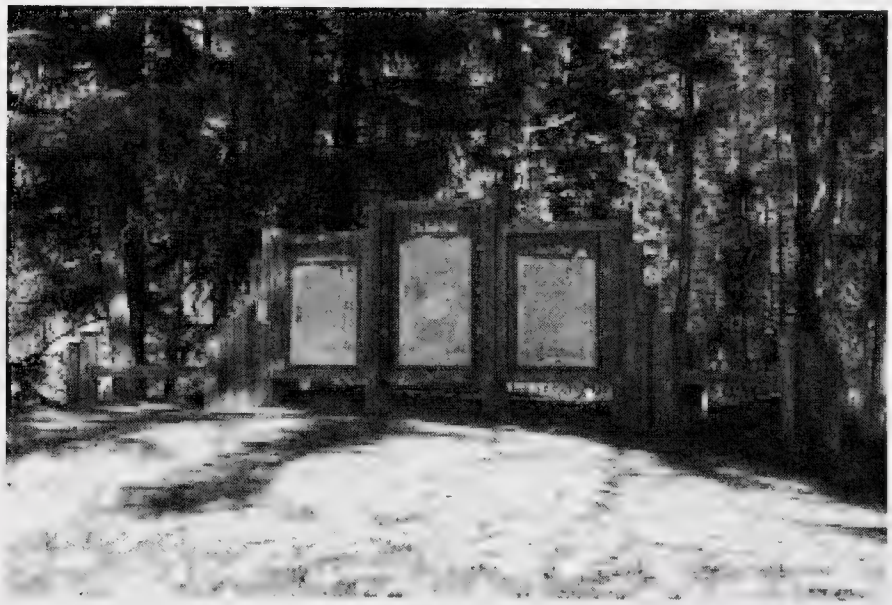
Lewis and Clark at the Pines

Scan the horizon across Fort Peck Reservoir to your right. The stretch of land past York Island is an area called the Pines, site of Lewis and Clarks May 11, 1805 encampment. They noted enormous herds of elk, buffalo, deer and antelope at this site as well as the first pine trees they had seen on the upper Missouri since leaving Fort Mandan. This piney area must have been a sight for sore eyes after passing through so many miles of relatively bare hills and gullies.

Scientific Discovery: Greasewood (Sarcobatus vermiculatur) "There is another growth that... is becoming extremely troublesome... the wood is firm and stif, the branches beset with a great number of long, sharp, strong, woody looking thorns;" Capt. M. Lewis, Saturday May 11, 1805

"Saw today some high hills on the Stard. Whose summits were covered with pine... it is of the pitch kind but I think the leaves somewhat longer than ours in Virginia... There is a dwarf cedar growing among the pine on the hills;" Capt. M. Lewis Saturday May 11, 1805

Site: #56 **Name:** Howard Creek **Date:** 4/1/99



Ownership: USFS

Access to Site: 19.2 miles west of Lolo

General Description: The site consists of a trailhead and a campground. The entrance is a graveled road with restroom facilities at the entrance. A three panel sign is located on a rise of similar construction to the Fort Fizzle sign but the make of the pressure treated square posts and natural bolts and washers is different. The fiberglass embedded signs are Plexiglas covered with metal borders.

Features: A. Three panel sign
1. Lolo trail
2. American Indian travelers
3. Lewis and Clark

B. Parking loop
C. Restroom
D. Treed rise background to three panel sign
E. History by the Foot sign

Evaluation: Very attractive signs and setting with a nicely done kiosk. Good sign graphics and format. Recommendations: Put in a better landscape around the restroom and a more defined path to the sign. Do something with the island sculpture.

Sign Text or Site Detail:

LEWIS & CLARK

Lewis and Clarks "Corps of Discovery" passed here on September 12, 1895, on their way west to the Pacific Ocean. One month before, Captains Meriwether Lewis stood atop the continental divide at Lemhi pass, 200 miles to the southeast and scanned the awesome mountain ranges that filled the horizon. From that viewpoint he wrote: I see "…immense

ranges of high mountains still to the west of us with their tips partially covered with snow."
The mountains surrounding you are the northern end of the ranges he scanned. When the party reached the fringe of these mountains Lewis observed in his journal: " the road through this hilly Country is very bad, passing over hills & thro Steep hollows, over falling timber etc. etc...."

Even though they were skilled and experienced frontiersmen, the explorers didn't know the extent of the Rockies, nor the possible routes through them. They had assistance from Shoshoni and Salish who guided them west in 1805. When they returned in 1896, they enlisted the help of the Nez Perce. Captain Clark gratefully acknowledged their indispensible work in his journal of June 27, 1806: "...we are entirely surrounded by the mountains from which to one unacquainted with them would have seemed impossible ever to have escaped...without the assistance of our guides...those Indians are most admirable pilots..."
The gratitude that Lewis and Clark felt toward the Nez Perce, Shoshoni, and Salish was not honored by later generations.

Site: #57 **Name:** Fort Peck Indian Reservation
Date: 2/25/99

Ownership: MDT **UTM:** See Louanne's notes

Access to Site: US 2, MP 612, city of Poplar

General Description: MDT sign along US 2 in front of the Poplar Museum-Indian Arts and Crafts.

Features: A. Sign
B. Sternwheeler behind the sign
C. Old fort building (museum) behind the sign
D. Fort Peck Tribes Museum-Dakota/Dakoda (across the street)
E. Tribal office buildings across US 2
F. Tribal war memorial west of sign

Street to the east of the sign is Court A.

Evaluation:

Recommendation: Keep the sign base, but change the sign. Project should be done in partnership with the Tribe and the Museum across the street. Have the sign be the Tribe's interpretation. Incorporate museum, memorial, etc.

Sign Text/Site Detail:

FORT PECK INDIAN RESERVATION

Fort Peck Reservation is the home of two tribes, the Assiniboines, whose forefathers were living in this vicinity when Lewis and Clark came up the Missouri in 1805, and the Dakota (Sioux), descendents of the "hostiles" who fiercely resisted the white invasion of their homelands. Some of the Dakotas took part in the Minnesota uprising of 1862 and

moved west when the Army tried to round them up. Others took part in Custer's demise at the Battle of the Little BigHorn in 1876. The Assiniboines, also of Dakota descent, split from the Yanktonai band in the early 1600s and migrated west. They shared the vast Blackfeet hunting territory set aside by the Treaty of 1855 from which Fort Peck Reservation was created in 1888 when 17,500,000 acres were ceded to the government. Part of the tribe resides on the Fort Belknap Reservation, 160 miles west of here.

Named for Campbell Kennedy Peck, Fort Peck was originally a fur trading post established near the mouth of the Milk River by Able Farwell for the Durfee and Peck Co. in 1866-67. In 1873, the Bureau of Indian Affairs began using part of the post as Fort Peck Indian Agency. Flooded out by an ice jam on the Missouri in 1877, the agency was moved to its present site at the mouth of the Poplar River. The earlier site now rests under the waters behind Fort Peck Dam.

Site: #58 **Name:** Lewis and Clark Monument
Date: 2/24/99

Ownership: City **UTM:** 12 525221/5296107

Access to Site: Front Street in Fort Benton Park along the Missouri River

General Description: Site has a statue of Lewis, Clark, and Sacajawea overlooking the Missouri River. The statue is built on top of a large rock, which sits on a concrete ramp and overlook. The statue is lighted. There are two signs associated with the statue. The site consists of a concrete overlook built above the Missouri River containing a bronze sculpture of Lewis and Clark. Approaching from the south, there is a Park Service-type sign mounted low on double wooden posts.

Features:
A. Statue/monument
B. Ramp & overlook
C. Lewis & Clark Sign (describes the statue)
D. Bronze sign/plaque
E. Fir trees – two provide background
F. Three flag poles & granite rock with bronze plaque
G. Two lights illuminating the statue
H. Missouri River

Evaluation: Park Service style sign does not blend with the rest of the site. For the most part, the site is well done. Recommendation: For enhancement to the area, consider interpreting the historic bridge in the center of town that is now a footbridge. Possibly add some views of the river while addressing Lewis and Clark. The other side of the bridge/river looks more natural and wild. Consider moving the signs to the east side. There is a visitor information center, located at the old fire station, which is being remodeled. The center is

located on Front Street nearly in the center of town. The center is on the riverside of Front Street (east). This should house some interpretation of Lewis & Clark. We weren't able to go into the building.

Date Installed/Updated: 1976 for bicentennial by Fort Benton Community Improvement Association.

Designer/Manufacturer: See sign text below

Sign Text or Site Detail:

Feature A: The granite boulder on which the sculpture sits is 15' NS by 10' EW and 6' tall. The statue itself is 8' tall and it is inscribed: Bob Scriver 1975. The sculpture is a bronze of Lewis and Clark, spyglass raised, looking out over the river facing east with Sacajawea, with young Pomp on her back, and seated at their feet to the south.

Feature B: The overlook circle is about 45' in diameter, surrounded by a textured cement wall that grows from about 2.5' at the entrance to about 4/5' (reconcile size differences) 26" tall with 4 X 6 square wood railings atop painted red-brown. Access to the sculpture and the overlook is from an aggregate sidewalk that fronts the river. The walk leads naturally to the overlook and becomes an extension that rings the inside of the overlook. The floor of this circle is aggregate and there are two concrete benches about 25' each on the inside set into the perimeter wall on the SE and NW. The ramp is 7' x 22" and at the bottom are 2' tall steel post barriers set 5 ft. apart, and painted red-brown. The structure is ringed by large pink granite boulders and native shrubbery. The ground drops away in front of the overlook to the river, which is lined with natural bushes and undergrowth. The water of the river is about 75' from the base of the overlook.

Feature C: The sign is cream and dark brown with Plexiglas over the silkscreen in a metal frame, and sits approximately 6 feet from the entrance ramp to the overlook. The sign title is "Lewis & Clark Trail" but the subject is the statue itself, the Montana memorial and the decision at Marias River. Sign is 36" X 24" embedded fiberglass under plastic with a steel frame and base. It is a Park Service grid type with a brown band on the top and a cream-colored sign background. The frame and base are painted red-brown.

Lewis and Clark Trail National Historic Monument Fort Benton, Montana

The Montana Memorial

Decision at Maria's River

The Lewis and Clark Memorial was Fort Benton's contribution to the Nation's Bicentennial in 1976 and is the state of Montana's official Memorial to the Expedition. Total cost was $175,000. The statue is heroic –sized (1/6 larger than actual). It was cast by the lost-wax process at the Modern Art Foundry in New York City. The bronze weighs 2 _ tons, is 21 feet high, and was brought from New York upright on a semi-trailer! On the trip problems were encountered with interstate underpasses. It caused many a head to turn, but the Captains were not recognized until the statue was west of the Mississippi.

The 85-ton granite base was a gift from Tanner Brothers Quarry near Square Butte, Montana. The rock was transported in mid-winter over frozen roads to save the roadway, on a thirty-wheeled trailer.

Artist Bob Scriver spent an entire year in research before beginning his three-year effort. Equipment, clothing, body features and faces are historically accurate. A few interesting features are the similarities of faces to the Captains, made from composites from all known paintings. The Harpers Ferry rifles are accurate even to the name on the hammer plate. The actual telescope carried by Lewis was the pattern for the one he holds; the compass in Clark's hand was modeled from the one he used.

Indian lore is Mr. Scriver's forte, and the statue shows his vast understanding of the Plains Indian culture. Sacajawea's dress is that of Shoshoni, who were her people. She is carrying a skinning knife and an awl; a strike-o-light hangs from her belt. Sacajawea is also wearing many rings and bracelets. Clark mentions her fondness for jewelry which he often gave her on the trip. On her back she carries Jean Baptiste in a blanket, folded to free both her hands. Secured to the baby's blanket is a serpent's pouch containing his umbilical cord; such a pouch was worn by all male children of the Plains people. Pouches for a female were shaped like a turtle. The packboard is missing since it was lost overboard a few days before their arrival at the mouth of Marias River. The artistry of the memorial is rated among the ten top major statuaries of western art. Bob Scriver is the west's greatest living sculptor; he states that this is his most outstanding work.

Lewis, June 9, 1805

"I indevoured to impress on the minds of the party all whom except Capt. C. being firm in the belief that the N. Fork was the Missouri and that which we ought to take; they said very cheerfully that they were ready to follow us any where we thought proper to direct but that they still thought that the other was the river…"

River and Plains Society - logo

Feature D: A bronze plaque 35" X 24" mounted atop a 38" high concrete pedestal.

State of Montana Lewis & Clark Memorial
The explorers at the Marias
Sculpture by Robert Macfie Scriver

Presented in commemoration of the Lewis and Clark expedition
1804-1806. Dedicated June 13, 1976. As a Bicentennial project of the Fort Benton Community Improvement Association.

Thomas L. Judge – Governor

Commission Members
Joel F. Overholser
Phillipe E. Scriver
Gail M.Stensland
Steven L. Kahler
John Lepley
Joan L. Stewart
Jon G. West

Architecture by Richard I. Shope
Granite Base by Tanner Brothers

Feature E: Three mature fir trees east of the flagpoles.

Feature F: A 22' wide aggregate walkway leads up to an area containing three flagpoles. Below the flagpoles is a 4' tall granite boulder ringed at the base with a bronze collar. It contains a bronze plaque measuring 16" X 24". The subject is Ft. Benton and the Ft. McCloud Trail.

Site: #59 **Name:** Ryan Dam Park **Date:** 2/23/99

Ownership: Montana Power Company

Access to Site: Three miles NE of Great Falls on US 87; then 4 miles E on Morony Dam road.

General Description: Site has company houses, a conference building, a picnic shelter, a dam, and a powerhouse. Two signs/monuments refer to Lewis and Clark near the conference building that appear to be "early" interpretation. Site has impeccable maintenance. A rock monument with a brass plaque overlooks Ryan Dam. The plaque is set in a large granite boulder set on end and surrounded by a green twisted metal picket fence. A newer board fence stretches northwest and south in either direction from the boulder. On the south, this connects to a chain link fence protecting the river edge of the overlook. Mature, domestic landscaping is found throughout the site. There is a low-lying, dry laid, sandstone rock wall on the uphill side of the road opposite the sign. The wall averages 2 feet tall and has a manicured lawn. The landscaping extends north from the road to the base of a rock face to the north. Just northwest of the sign, is a lightpole painted white. The boulder is set on a trapezoid concrete base accessed down a narrow, paved road and located in the northwest corner of a 300' square graveled parking lot. On the west side, is a large building of undetermined use. It has multiple doors with windows all around and a porch or veranda surrounding the entire building. Inside is a large room with hardwood floors. Across the parking lot, to the east, is an obelisk with a bronze plaque noting Lewis and Clark Passed Here 1805-06 set in an oval section lawn with a concrete curb and in front of a large lilac bush. The drive goes down to the dam, and along it are many other segments of low walls and dry laid rockwork. There is a CCC era style picnic shelter against a rock outcrop on the west. All this is located on an island accessed by a bridge (handicap accessible).

Features: A. Plaque on boulder sign
B. Conference building
C. View of dam and powerhouse
D. View of canyon walls to the south
E. Rock wall adjacent to road
F. Obelisk sign
G. Cliffs to the north

Evaluation:
Recommendation: Leave it – it is a very nice site. Add a tribute to the people who built the site. Add information on native uses of the area, for example fishing at the falls. This could be a good site for a sculptural element (like a native fisherman out on one of the rocks).

Sign Text or Site Detail:

Feature A:

Great Falls
of the Missouri River
Minni-sose-tanka-kun-ya (Sioux)
discovered by
Capt. Meriwether Lewis
June 13 1805
Power development by the Montana Co.
1915
Heighth (spelled like this on sign) falls 77.8 ft.
Heighth 65 ft. Length of spillway 1000 ft.
Maximum head 155 ft.
Maximum capacity 90,000 hp
Acm co.

A 6 ft. tall granite boulder sits atop a 40 x 40" cement pad. The plaque on the boulder is 28 x 36", and enclosed with an 8 x 8' iron (painted green) fence. The fence is 3' tall.

Feature F:

Lewis and Clark
Passed here
1805-06

An oval bronze plaque is attached to a cement obelisk (height 78", base 23", top 13") and it sits on a 32 x 32 x 8" cement base. The bronze plaque is 15x18".

Site: #60a **Name:** Rainbow Dam **Date:** 2/23/99

Ownership: State Parks & Montana Power Co.
UTM: 12 484554/5264114 (?)

Access to Site: 4.2 miles from junction of River Drive N. and Giant Springs Road (3.5 miles from L & C Interp. Center).

Features:

A. 24x36" plywood sign on steel base "Saleing on dry land"
B. 24x36" plywood sign on steel base The Right Choice
C. 24x36" plywood sign on steel base (not L & C) Generating Electricity
D. View of falls closest to dam
E. View of falls in mid-ground
F. View of the Missouri River in distance – making bend out of sight
G. Sign base made of 6" posts (framing 8x8' space) – no sign

Evaluation: Signs are not very attractive and the paint is chipping off the plywood. The steel sign bases are intrusive. Recommendations: Combine this site with site 60b. The rock wall could be higher and the signs could be mounted onto the rock wall. The memorial benches should be removed or moved so they don't obstruct the view. The 6" post sign base without a sign should be removed. Separate the signs to have "theme" areas. The two Lewis & Clark signs could be mounted on the wall (lower than the current installation) and Generating Electricity could be move to a large boulder overlooking the dam. Use larger boulders for the sign bases. There is an interesting view of the falls immediately below the overlook, and currently, there is not a safe way to view these falls. Signs should relate to the locale. The theme should flow smoothly. Mention the relation to Great Falls and saleing. Why are there

so many parking spaces at this location? This is not a real trailhead. However, it is near city bike trail.

Sign Text/Site Detail: There are two signs about Lewis and Clark, "Saleing on dry land" and "The Right Choice", plus one about "Generating Electricity," on a paved overlook looking north. There are two benches of cast concrete with dedication plaques on the parking lot side of the site and the signs on the riverside. All of this is on an exposed aggregate pad with a low sandstone block wall. Large sandstone boulders are at the edge of the paved parking area. There is an empty wooden sign frame to the south about 50' consisting of 6" peeled posts framing an area about 8' X 8'. The surrounding landscape has a two rail, peeled post fencing of upright treated posts with horizontal rails inserted. Rolling, open countryside and natural grass make up the landscape (lots of power lines also). There is a vista to the north of the dam and railroad bridge across the river.

Feature A and B: Signs have a common element of Lewis and Clark busts in the upper left corner with dark brown on cream paint on plywood signs measuring 24" X 36" and attached to steel post bases.

Feature A:

"Saleing on Dry Land"

The expedition made carts to haul baggage over the 18 mile Portage. The men pulled them until, near exhaustion, they Dropped in their tracks to sleep at days end. One of the men Decided to try rigging a sail on the cart. It was
"saleing on dry land
which was as good as 4 men
hauling on the harness."

Feature B:

The Right Choice

The "decision at the Marias" which took place about 50 miles east of this point, was all important to the fate of the expedition. Select the wrong river and face failure. The discovery of the Great Falls of the Missouri located about 3 _ miles down stream from here, meant the captains had made the right choice.

Site: #60b **Name:** Lewis and Clark Scenic Overlook
Date: 2/23/99

Ownership: State Parks and Montana Power Co.
UTM: 12 484840/5263740

Access to Site: 5.7 miles from junction of River Drive N. and Giant Springs Road. Five miles from the Lewis & Clark Interpretive Center.

General Description: The site is an overlook similar to 60a and very close in proximity to 60a. Same "look" and same sign types. The site is an irregular shaped paved overlook 20' X 40' with low sandstone blocks and three signs arranged around the perimeter overlooking the dam, plus two cast concrete benches. Four danger signs, two to the right and two to the left, are on the slope about 40' below the edge of the slope. They are yellow and black 24" x 36" signs on steel posts. One multicolored danger sign is 40' to the left of the overlook (red, blue, and black on a white background). The plywood sign is on a 4 X 4 wooden post and says, "Danger-this river channel floods suddenly. River channel below the high water mark closed to public access. For your safety stay out of this area below the high water mark: MPC." To the left of this is a 40" regulation sign on double treated 6 X 6 posts that are the same color scheme as the interpretive signs, dark on cream. Lewis and Clark signs are the same format as the site below (60a). Entrance to this pullout is a large wooden structure stained brown and white with upright peeled posts, horizontal timbers, and two square signboards.

Features:
A. Rainbow Falls sign
B. A Walk on the Wild Side sign
C. "Saleing on Dry Land"
D. View of Rainbow Falls
E. Step Falls – view to the NE
F. River winding off into the distance

Evaluation: Site is nearly identical to site 60a-same layout and design with similar messages on the signs. Lots of parking spaces that are probably used for trail parking. The interpretation information is crowded into one tiny spot in a huge parking lot. The multiple sign themes create a look of confusion. The danger signs distract from the interpretation. "Regulation" signs and interpretive signs are the same color, causing confusion and a loss of interest. There is a sign at this site that is identical to a sign at site 60a, why?
Recommendations: Position the interpretation and use signage to make better use of the entire site. Possibly make this site about Lewis and Clark and native names or a perspective on the falls, and make site 60a related more to interpreting the dam or geology and natural history (or vice-a-versa). Replace the benches with something that blends into the setting better (rock and wood). Signs should be made of a different material (plastic, for example).

Sign Text or Site Detail:

Feature A:

RAINBOW FALLS

In his journal, Lewis describes Rainbow Falls as… "one of the most beautiful objects of nature. Its edges as regular and straight as if formed by art. Water dashing against the rocky bottom rises into foaming pillows and glides away hissing, flashing and sparkling…" Lewis also referred to these Falls as "Handsome and Beautiful."

Feature B:

"A WALK ON THE WILD SIDE"

Captain Lewis discovered the Great Falls
of the Missouri June 13, 1805.
The next mornings discovery of rainbow
and Crooked Falls made him curious about
the area being portaged. Later on
that day Colter Falls
and Black Eagle Falls, had a
run in with a grizzly bear, faced
down three charging buffalo and was
spooked by a "Tiger Cat".
deciding that all the beasts had
made a league against him,
Lewis made it back to camp
below the Great Falls just
before a search party set
out to find him.
He had traveled some thirty miles that day.

(Sketch) Some historians speculate
That the "Tiger Cat" noted by Lewis was a wolverine.

Site: #61 **Name:** West Bank Park **Date**: 2/23/99

Ownership: City park **UTM:** 12 476821/5262527

Access to Site: 4th Street NE from the upriver side of the West Gate Mall. 17th Ave NE & 3rd St NW. There is no signage on the main traffic route so this site is very hard to find.

General Description: Site is a long park along the banks of the Missouri. The park is between the river and the railroad tracks. Only one interpretive sign is at the park. View looks across the river to Sacajawea Island. This is the site where Lewis encountered the Grizzly Bear. It contains numerous raised fireplaces and cast picnic tables. Large sandstone boulders, delineating pullouts for parking and the edge of the gravel access roadway, border the park.

Feature: A. Sign

Evaluation: No evaluation or recommendations. The sign put up by the Portage Route Chapter LCTHF is badly peeling plywood with a silk screen on a steel monopad mount. It does have a nice wildlife viewing opportunity.

Date Installed/Updated: Sponsored by LCTHF Portage Route Chapter, July 4, 1986.

Sign Text or Site Detail:

Feature A - Sign measures 34 x 32" and made of plywood. It is painted cream (peeling paint) and has a steel base.

Site: # 62 **Name:** Lewis and Clark Campground
Date: 4/1/99

Ownership: USFS

Access to Site: 15.7 miles west of Lolo on the south side of the road is the entrance to the campground.

General Description: Low lying sign supported by 6 pressure treated posts. The sign is fiberglass embedded, metal framed, and Plexiglas covered.

Evaluation:

Recommendations: Site is a good place for more interpretation. This site was the first opportunity to get off the highway since we started up the trail. Put the Lewis & Clark logo on the campground sign. The main feature should be Lewis & Clark interpretation. Add some rock and plant landscaping at the picnic turn around island

Sign Text or Site Detail: Lewis & Clark struggled through one of the most grueling expeditions ever made across North America. They depended on wildlife for food and spent countless hours describing plants and animals including the grizzly bear, in their journals. For them, the grizzly evoked awe and scientific curiosity.

Site: #63 **Name:** Itch-ke-pe Park **Date:** 2/26/99

Ownership: City of Columbus **UTM:** 12 636192/5054084

Access to Site: I 90 to Columbus, South on MT 78, west on Pike Street, south on 78th Street to park (on east side of road). The site is in a city park on the Yellowstone River.

General Description: Site is along the banks of the Yellowstone River. It consists of a picnic area, fishing area, restrooms, and campgrounds. The park is fairly large with mature cottonwood and other deciduous trees. However, it is not well maintained. Many of the facilities show signs of damage or wear. There is an information bulletin board near the restrooms with a donation box. There is a picnic shelter type structure near the restrooms that appears to be relatively new. There is a wooden, difficult to read, sign at the entrance with city information (Kiwanis Club stuff).

Features: A. Sign
B. Park grounds
C. Restrooms and info kiosk
D. Yellowstone River
E. View of cliffs across river
F. MT 78 and bridge over river

Evaluation: The entire site is marginal and in need of updating. The facilities in the park are old and in disrepair. The sign looks like it is placed on a temporary base.

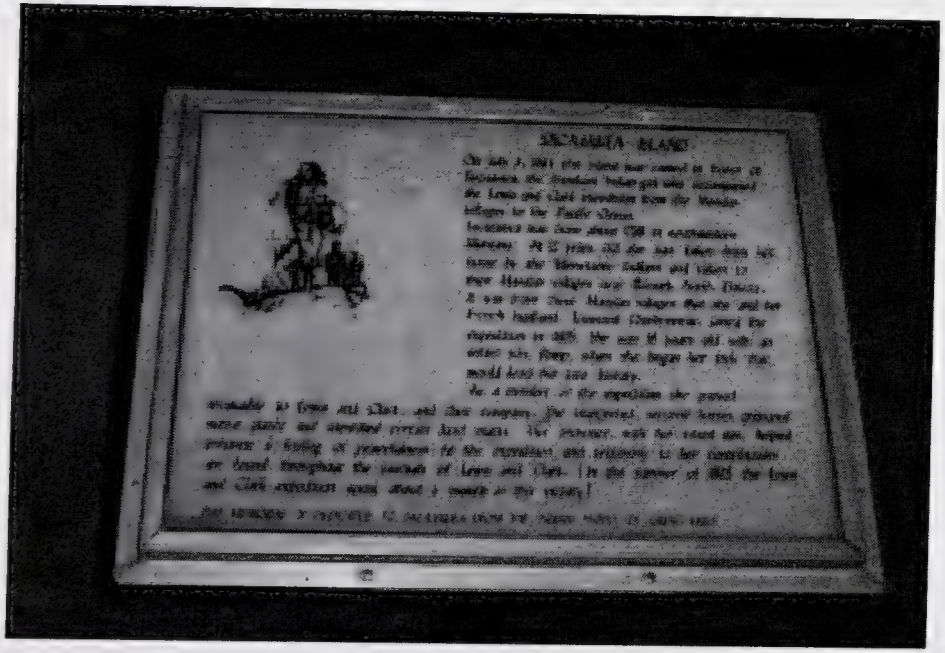
Recommendations: Could be an attractive setting on the river. The park could use some updating. The sign would benefit from some artwork or illustration and a more attractive base. Perhaps it could also be put in a spot that looks a little more

deliberate (enhance the setting of the sign). Maybe expand the text of the sign to include some information about the Indians who gave it that name. Add more information placing the quote in the context of the journey. Possibly explain some of the geology (why the mouth of the Rosebud is no longer at this location).

Sign Text or Site Detail: The interpretation consists of one sign panel on galvanized steel posts, roadside style, routed and painted white on brown, stained solid board 24" tall and 36" wide bolted onto base, roughly "I" shaped sign with extensions on the top and bottom to simulate broken edged boards. The sign is set between two camp areas with cast base, wooden topped picnic tables, and steel, ground pit firepits. The view in the background is of a flood debris pile, river channel, and a modern bridge crossing the Yellowstone.

Itch-kep-pe Park
Yellowstone Recreation Waterway
Lewis and Clark Trail
From Clarks's journal of Saturday 19th July 1806
"Passed Rosebud River on SE side (so called by Indians, Itch-kep-pe_ ar – ja (river) saw many rosebuds, a beautiful stream.)"
Stillwater (Rosebud) mouth was opposite this point in 1806.
City of Columbus

Site: #64 **Name:** Sacajawea Island **Date:** 2/23/99



Ownership: City of Great Falls

Access to Site: Driving north along the Missouri River in Great Falls, through a park area on either side of the road, there is a sign between the road and the riverbank.

General Description: Small sign along the banks of the Missouri River in a city park. The site makes little mention of Lewis and Clark. It is mainly a dedication to Sacajawea. The sign is a low, fiberglass plaque with an aluminum frame.

Features: A. Sign

Recommendation: no evaluation or recommendations

Sign Text/Site Detail:

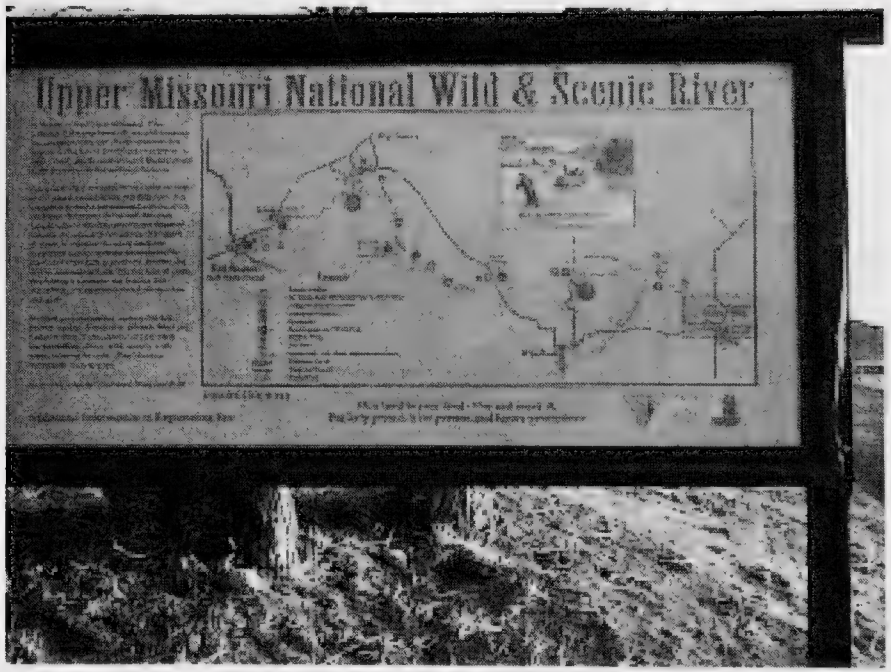
SACAJAWEA ISLAND

On July 3, 1984, the island was named in honor of Sacajawea, the Shoshone Indian who accompanied the Lewis and Clark Expedition from the Mandan villages to the Pacific Ocean. Sacajawea was born about 1788 in northeastern Montana. At 12 years old, she was taken from her home by the Minnetaree Indians and taken to their Mandan villages near Bismark, North Dakota. It was from these Mandan villages that she and her French husband, Toussaint Charbonneau, joined the expedition in 1805. She was 16 years old with an infant son, Pomp, when she began her trek that would lead her into history.

As a member of the expedition, she proved invaluable to Lewis and Clark and their company. She interpreted, secured horses, procured native plants and identified certain landmarks. Her presence, with infant son, helped enhance a feeling of peacefulness to the expedition and testimony to her contributions are found throughout the journal of Lewis and Clark. (In the summer of 1805 the Lewis and Clark Expedition spent about a month in this vicinity.)

This memorial is dedicated to Sacajawea from the Indian people of Great Falls.

Site: #65 **Name:** Upper Missouri National Wild and Scenic River **Date:** 2/24/99



Ownership: BLM **UTM:** 80 meters north and 10 meters east of site 107

Access to Site: Follow Front Street through the town of Fort Benton heading North. After the bronze statue, the sign is located to the east at a boat launch into the Missouri River.

General Description: Sign is located at a boat launch. Sign shows a map of the river, information on Lewis and Clark, and where to get more information about rafting. Also, the sign has a safety message. The interpretive sign is a full color picture of the Expedition 101" x 53" and 94" high on 4 x 4 posts, wooden and bolted together. The sign is computer plotted, full color on paper with Plexiglas over the panel. The fiberglass is embedded. The sign frame has a BLM user box attached to the lower left corner.

Features: A. Sign

Evaluation: This is primarily a user sign. The setting is not very attractive, but that is obviously due to functional considerations. This is a boat launch with information relevant to boating users of the river.

Recommendation:

Sign Text/Site Detail:

Feature A:

Welcome to the Upper Missouri. This National Wild and Scenic River still displays the unique beauty and sharp contrasts that first awed the Lewis and Clark Expedition in

1805. Today, the Bureau of Land Management is the guardian of this national treasure.

Lewis and Clark returned to St. Louis in 1806, but 25 years passed before the American Fur Company gained a permanent foothold along the upper Missouri. After that, the river became one of the most significant routes of western expansion in the nation. For nearly 30 years, all up-river travelers endured conditions similar to those encountered by the Lewis and Clark Expedition. In 1860, the first steamboats arrived. For the next 30 years they brought pioneers and frontier-life necessities, and returned with buffalo robes and gold. Wildlife and spectacular scenery fill this historic valley. The river's 149 mile Wild and Scenic section is considered an easy float. But remember, this is wild country with many inherent hazards. The Missouri commands your respect.

River maps can be purchased from the BLM.

Additional information in registration box.

This land is your land-use and enjoy it, but help protect it for present and future generations.

Site: #67 **Name:** Bannak **Date:** 3/30/99

Ownership: MDT

Access to Site: 8 miles south of Dillon off I 15 at Barrett's parking area, MP 55

General Description: Rattlesnake Cliffs are in the background of this photo. There are cliffs rising to the northwest of the road. The sign is a painted 9' tall and 8' wide sign with routed text with a carving above sign of gold panning. There appears to be some vandalism on the top of the sign. Type A connections were used on the frame of squared timbers, pointed on top, sitting in a landscaped pullout rest area with mature Russian Olive trees and various deciduous and evergreen trees. There are rocky hills rising to the west with short evergreen shrubs dotting the hillside. The text interprets the town of Bannack and notes that Lewis & Clark passed here Aug 1805. The site has old picnic tables and shelters that are built of squared timbers and painted brown and green, similar restrooms, and a bench outside the restroom.

Features:
A. Sign
B. Garbage Cans
C. Picnic shelters
D. Restrooms
E. Rattlesnake Cliffs

Evaluation: Standard pullout type-site with old galvanized garbage cans. The cans detract from the MDT sign. The sign orientation is good.

Recommendations: Move the site back to the side of the road. There should be nice interpretation here with lots of rock and sculptural work. Rattlesnake Cliffs is important because we don't have that many sites that are right on I 15, which is very picturesque at this point (Dillon to Clark Canyon Res.)

Sign Text or Site Detail:

BANNACK

The Lewis and Clark Expedition, westward bound, passed here in August, 1805.

The old mining camp of Bannack is on Grasshopper Creek about twenty miles west of here. The first paying placer discovery in Montana was made in that vicinity by John White, July 28, 1862, and Bannack became the first capital of Montana Territory. They should have built it on wheels. The following spring six prospectors discovered Alder Gulch and practically the entire population of Bannack stampeded to the new diggings where the new camp of Virginia City eventually became the capital until it was changed to Helena.

Henry Plummer, sheriff and secret chief of the road agents, was hanged at Bannack in 1864 by Vigilantes. It tamed him down considerably.

Site: #68 **Name:** Ross' Hole **Date:** 3/31/99

Ownership: MDT

Access to Site: US 93, MP 13, south of Darley at Sula.

General Description: Classic style MDT but it has short 5'6" posts with a 4" crosspiece, set 8' apart, and uses type C connectors. Vandalism is evident on the sign. The sign on the top is attached with unique connectors and measures 10" X 18" x 10". The base consists of river cobbles cemented together with painted green text in Bradshaw p. 62.

Features: A. Sign
B. Clumps of red willow
C. Creek
D. BP sign 6' to west
E. Complex of station store etc (town of Sula)
F. Rock face to the south

Evaluation: Sign gets dwarfed by the BP Gas Station sign. It also gets confused with the many other use and access signs located nearby. The sign itself looks quite weathered and mossy.

Recommendations: Unfortunate location for the sign. Consider moving the sign to another location. Make the base larger and revert to the original or more common MDT style sign. The green tends to be camouflaged. There is a beautiful view of the valley before you get into town (on curve to the south of town). There is an entrance to a pasture just after MP 12 +.3 mile.

Sign Text or Site Detail:

ROSS' HOLE

Alexander Ross, of the Hudson Bay Company, with 55 Indian and white trappers, 89 women and children and 392 horses, camped near here on March 12, 1824, enroute from Spokane House to the Snake River country. Nearly a month was spent here in a desperate attempt to break through the deep snow across the pass to the Big Hole, and from their hardships and tribulations, Ross called this basin "The Valley of Troubles."

Site: #69 **Name:** Trappers Peak **Date:** 3/31/99

Access to Site: US 93

General Description:

Features:

Evaluation: The site has some nice looking signs, but the site could use a little weed removal.

Recommendation: Remove some of the posts from the front and replace them with rocks for a traffic barrier. Could plant something for a landscape.

Sign Text/Site Detail:

Trapper Peak has witnessed human activity in the Bitterroot Valley for at least 8000 years. Earliest valley occupants were prehistoric hunters and gatherers. The Bitterroot Salish Native Americans thrived in the valley until 1891, when they were moved to the Flathead Indian Reservation. In 1805, members of the Lewis and Clark Expedition passed here; followed by traders, trappers, and missionaries. In an attempt to flee from the U.S. Army in 1877, the non-treaty Nez Perce Native Americans passed peacefully through the valley on their way east. Mining, agriculture, and logging brought settlers-and in 1876 the mountain was named by Granville Lee Shook, a surveyor for the Anaconda Mining Company, for its trapping success. Trapper Peak's timeless and sturdy form represents history; from the historic travelers of the past to the modern-day traveler of tomorrow.

Site: #70 **Name:** "Verry Bad Passing" **Date:** 4/1/99

Ownership: USFS

Access to Site: 24.4 miles west of Lolo

General Description: The sign is a scalloped brown plywood sign on square treated posts located in a gravel pullout on the south side of the highway.

Features:

Evaluation: The paint on the sign is badly weathered and peeling. There is no warning of the sign on the highway. The view behind the sign is of clearcuts. The sign has a clumsy illustration.

Recommendations: Do not see the need for this sign. Consider removing it.

Sign Text or Site Detail:

"VERRY BAD PASSING"

Lewis & Clark kept to the more open North side of Lolo Creek as they proceeded westward. After covering 23 miles, they camped here the night of September 12, 1805. Clark Wrote,..."The road through this hilley countrey is verry bad passing over hills & thro' Steep hollows, over falling timber... Crossed a Mountain 8 miles with out water & encamped on a hill Side on the Creek after Decending a long Steep mountain, Some of our Party did not get up untill 10 oClock PM,...Party and horses much fatigued."

APPENDIX III
Existing Interpretive Planning Efforts

At the time this plan was being developed, several communities or agencies had already developed or begun to develop plans for interpretive signage for the Lewis and Clark Bicentennial observation. Following is a summary and overview of those planning efforts as reported in Spring 1999.

The Interpretive Sign Strategy recommendations are designed as a guideline for presenting a cohesive and unified approach from a statewide perspective; to give complete statewide coverage to the story in a way that makes sense from a tourism perspective.
After consideration of the recommended guidelines for placement of interpretation, communities may still feel they would like to install interpretation at a location that was not recommended by the plan. Communities have the best knowledge of their own resources and tourism base. The guidelines presented in the Interpretive Strategy are broad enough to be useful for a variety of approaches and applications. It is recommended that communities adopt the guidelines for theme development, graphic design elements, setting and structures in their planning efforts to create the best possible interpretation on a statewide basis.

Jefferson Valley Museum, Inc.

Box 902
Whitehall, MT 59759
Roy E. Millegan

- maps and journal entries specific to the area
- potential for sign placement in Jefferson River Canyon where the "ibex" was shot
- potential for sign on overlook of Jefferson River south of Whitehall above campsite

West Yellowstone Historical Society

P.O. Box 1225
West Yellowstone, MT 59758
Leif Johnson

- recommend placement of signage on US 191 approx. 6 miles north of West Yellowstone
- recommend placement of signage on US 191 approx. 26 miles north of West Yellowstone at Fawn Pass trailhead near the headwaters of the Gallatin River

Lewis & Clark Trail Heritage Foundation, Inc.

Headwaters Chapter
P.O. Box 577
Bozeman, Montana 59771-0577
Patrick M. Holland

- recommendations for rest area at North 19th Avenue in Bozeman

Bitterroot National Forest

Sula Ranger District
Carol Lagodich

- identified potential signage locations:
  Saddle Mt.
  Lost Trail Pass, Visitor Center, Overlook
  Indian Trees Campground
  Sula Ranger Station
  Sula Peak
  Darby Ranger Station
  Stevensville Ranger Station
  Gibbons Pass
  Nez Perce Trail
  Ross' Hole

Prairie County Museum

P.O. Box 426
Terry MT 59349
Wynona Breen

- Identified potential signage locations...
  Buffalo Rapids
  Bear Rapids
  York's Creek (Custer Creek)
  Powder River
  Overnight camp
  Wolf Rapids
  Little Wolf Creek (Cherry Creek)
  Coal Creek (Fallon Creek)

Upper Blackfoot Historical Society

P.O. Box 116
Lincoln, MT 59639

- interpretive potential at museum 2 miles west of Lincoln

Beaverhead & Madison Counties

Camp Fortunate Chapter
Dillon, MT
Bill Kolar

- location recommendations with site plan and sign text:
  Clark's Lookout north of Dillon
  Big Hole Pass
  West of Grant (First Indian Sighting in Montana)
  Beaver's Head (MT 41 MP 15)
  Boiling Spring (Secondary 278 Jackson)
  Camp Fortunate Overlook (Secondary 324)
  Rattlesnake Cliffs (I 15 Exit 56)

Townsend Area Chamber of Commerce

P.O. Box 947
Townsend, MT 59644
Jeff Stoffer

Recommendations for interpretation

- White Earth (Canyon Ferry Reservoir)
- Silos Area Pulloff-recommendations for updating existing sign US 287/12
- Wildlife Management Area
- Indian Road Campground (York's Island)
- Toston Fishing Access
- Little Gates of the Mountains

JEFFERSON VALLEY MUSEUM

ELLEM BAUMLER, Ph.D
Historic Signs Coordinator
Historic Preservation Office
Box 201202
Helena, Mt. 59620-1202

April 5, 1999.

RE:--Lewis and Clark Trail Signs.

Dear Ellen:

Your letter of April 5 received and noted. Please be advised that the JEFFERSON VALLEY MUSEUM, INC. plans to have something on Lewis and Clark at the Museum, It is our plan to get some old maps from the BLM and trace the local trail on them. We will also make a sign to be placed here at the museum about the entries in their journals on the dates they passed through this area. We will of course only be open from Memorial day through Labor day unless by that time our museum grows in stature and if other plans develop that would require us to be open earlier and stay open later.

As for signs elsewhere, there are possibilities in this area. One individual already has written the St Highway stating that one could be placed in the Jefferson River Canyon where the "ibex" was shot. The canyon walls can easily be recognized where this was done and the highway is wide enough in that area where a sign could be placed. There is an individual south of Whitehall that owns a big ranch and just to the west of his house is a good overlook of the Jefferson River. It might be this spot that they stated it appeared that an Indian had climbed a hill and spied on them and then left. He was receptive to a sign being place there, but it may get shot up as it is on a backroad but one that might draw several if they desire to follow the river. It would also be above where they camped the second night in this area.

To me the biggest problem is that they did not follow the Interstate highways. By this I mean that there are no signs on the Interstates that show the Lewis and Clark Trail which mostly are on frontage roads. If you travel in Idaho they mark the off ramps with "The Oregon Trail" with signs so that people can drive off and follow it, so why can't we in Montana show Lewis and Clark trail so that the people will get on the frontage roads. This would help the little businesses along the way as well as the little towns.

Perhaps as you may know there will be a meeting in Whitehall on the 22nd of April to start coordinating efforts between Three Forks and on South. I am sure that signage will be a big topic for it is in this area, that people will have to take the frontage roads to follow the trails. There is very little in the way of highway signs along this route also. The Lewis and Clark Caverns I understand are planning some signs there but many more are needed. Just where can be agreed to by a group such as the one Tom Cook is getting together.

As far as I know now there will not be any sort of a skit or pagaent put on in this area, but will be in other areas I am sure. There may be some conjure up something like a music concert but this is not something that I believe goes along with the nature of the planning. It is very probable that in this area that there could be canoe or other float trips down the Jefferson, for other than fishing. This may have to be coordinated with those that do use it now for fishing and have oufitting rights. I am not sure just how this will work out.

Well, as you can see this area will be involved in the Bicentennial celebration in some way and signs will be needed. More will be forthcoming about this project I am sure.

Sincerly Yours;

Roy E. Millegan, Seec.-Treas.
Jefferson Valley Museum, Inc.
Box 902
Whitehall, Mt. 59759.

WEST YELLOWSTONE HISTORICAL SOCIETY

West Yellowstone Historical Society
P. O. Box 1225
West Yellowstone, MT 59758
(406) 646-4120

May 14, 1999

Ellen Baumler, Historic Signs Coordinator
Montana Historical Society
P. O. Box 201202
Helena, MT 59620-1202

Dear Ellen:

Thank you for returning my telephone call. I really appreciated our conversation. Please accept my apologies for not responding sooner to your letter of April 5th, but I was just made aware of it. Sometimes communications are just not what they should be in an all-volunteer organization!

I'd like to expound a little further about the issue of interpretive signage as it relates to Lewis and Clark. As I am sure you are aware, 2 of the 3 rivers that form the headwaters of the Missouri River originate in Yellowstone National Park. Although Lewis and Clark never really visited the Greater Yellowstone Area, they had a profound influence as indicated by many of the place names in our area, not to mention that they were instrumental in opening this area to fur trapping which eventually led to the great westward migration.

I believe that we should have interpretive signage on U.S. Highway 191, approximately 6 miles north of West Yellowstone, where it crosses the Madison River. We should also have signage on U.S. Highway 191 approximately 26 miles north of West Yellowstone at the Fawn Pass trailhead in Yellowstone National Park (or just north of the Park, if necessary), near the headwaters of the Gallatin River. Both areas have appropriate turn-offs for interpretive signage. As I am sure you are aware, the Madison River was named for then Secretary of State (and later President), James Madison; and the Gallatin River was named for Albert Gallatin, Secretary of the Treasury. I also believe that we should convince the National Park Service to provide some interpretations within the interior of Yellowstone National Park.

With the volume of visitors who experience Yellowstone each year, we have the opportunity to educate a large captive audience about Lewis and Clark, the far reaching influence of their expedition, and enlighten them about the Lewis & Clark National Historic Trail. Let's not miss this incredible opportunity. I'd certainly enjoy the opportunity to discuss this further with you.

Sincerely,

Leif Johnson
President

CHARLES M. RUSSELL NATIONAL WILDLIFE REFUGE

Subject: Re: L&C Signage info needed ASAP
Author: Shannon Heath at 6DE-ESHEL
Date: 2/9/99 8:51 AM

Hi Sarah,

At this point we have one L & C related interpretive panel in the production phase. I have attached the text. When it is complete it will be installed with two other panels at an elk viewing area along the auto tour route at Charles M. Russel National Wildlife Refuge. All panels will be 3'x4' fiberglass embedded.

COE has a Lewis & Clark interpretive site near the FT Peck dam. Be sure to get those included in your package. Contact either Darin McMurry or Paul Pence at 526-3411. I have 11x17 copies and photos of the site if you need them.

Thanks,

Shannon

Panel 1

See it Now, as Lewis and Clark Saw it Then

Imagine yourself standing here on Friday, May 24, 1805. From the direction of the river you hear voices that entice you to investigate. As you approach through the cottonwoods you see a man walking along the riverbank. He's calling out to his companions in the two pirogues (39 and 42-foot long, open boats with shallow drafts) and six canoes that are making their way upstream. The travelers have hoisted sails to take advantage of the good breeze that is blowing on this day What you are witnessing is one of the most significant voyages of this nation's history - Lewis' and Clark's Corps of Discovery Expedition.

Although their discoveries changed our country forever, because it has been preserved as a National Wildlife Refuge. On this day Lewis wrote in his journal, "the folage of some of the cottonwood trees have been entirely distroyed by the frost and are again puting forth other buds." You may be looking at the descendants of those same trees here today. Lewis also wrote about passing "a large village of the burrowing or barking squirrels." We know by his accurate descriptions that he is referring to the same prairie dog town that still exists just across the river, near the mouth of Sand Creek or Little Dog Creek as it was called by Lewis.

Other species Lewis and Clark recorded during this part of their journey included "Buffalow," "Elk & deer," "antilopes," beaver, and the "big-horned Anamals" (bighorn sheep). With the exception of the wild buffalo, you can see many of these species on the Refuge today. So, explore the Refuge and make some discoveries of your own.

Sidebar - Prairie dogs, being an arid land rodent species, obtain water through their food and retain it better than most mammals. Lewis was apparently the first to record this curiosity in North America - "I am astonished how this anamal exists as it dose without water, particularly in a country like this where there is scarcely any rain during 3/4 of the year and more rarely any due [dew]; yet we have sometimes found their villages at the distance of five or six miles from any water, and they are never found out of the limits of the ground which their burrows occupy".

(Suggested graphic - L&C party viewed through an opening in the cottonwoods w/prairie dog town and antelope in background)

LEWIS & CLARK TRAIL HERITAGE FOUNDATION, INC.

Lewis & Clark Trail
Heritage Foundation, Inc.
1804 1806
HEADWATERS CHAPTER
P.O. Box 577 Bozeman, Montana 59771-0577

February 17, 1999

DOUG MOELLER
903 N ROUSE
BOZEMAN, MT 59715

Dear Mr. Moeller:

This letter is in regards to the rest stop that is planned for North 18th Avenue here in Bozeman. As a representative of the local chapter of the Lewis and Clark Trail Heritage Foundation I would like to offer our suggestions for contribution to the aforementioned rest stop.

With the initial planning of the rest stop our Headwaters Chapter of the Lewis and Clark T.H.F. was working closely with the Bozeman Chamber of Commerce. Now that the Chamber is not involved, and the matter is being handled by the Montana Transportation Commission, we are forwarding to you our ideas. Because Lewis and Clark were in the Gallatin Valley, both on their westward as well as return journey, they have significant historical significance to our area. With the coming bicentennial of the Lewis and Clark journey, the interest in Lewis and Clark's travels is swelling. Additionally, there are many other areas of interest aside from Lewis & Clark that are of significance to Gallatin Valley history. These include John Colter's run from the Indians (John Colter was a member of the Lewis and Clark expedition that returned to the area four times after their passage through the Gallatin Valley in 1805 and 1806), Fort Ellis and its importance to Bozeman's early survival, Nelson Story and his cattle drive from Texas to the Paradise Valley, the Madison Buffalo Jump, the Hayden Yellowstone expedition out of Bozeman, and many others.

No one doubts that the rest stop will be visited by myriads of people, especially during the summer. They will likely look for information on the Gallatin Valley and Bozeman area. The information dispersed and the atmosphere of the rest stop should reflect local history and points of interest.

DOUG MOELLER
PAGE TWO

Most tourists who stop will be interested in leaving their vehicle, stretching their legs and possibly using the rest rooms. A short, landscaped walking tour about the rest stop could be utilized especially by the summer visitors. Along the short route would be standing plaques pointing out and describing areas of interest. This might include Mount Blackmore and its significance to the Yellowstone expedition, the area of John Colter's run from the Blackfeet Indians in 1808, Lewis and Clark's three day encampment at the Three Forks in 1805, Clark and Sacajewea's return through the Bozeman area and eventual camp at the entrance of Kelly Canyon in 1806, Fort Ellis, and others as mentioned above. The plaques could render historical information and an explanation of characters or events. There could also be cylindrical viewing tubes to direct the viewer towards the area of interest. This short, informative trail could allow the visitors to stretch their legs, catch some fresh air, and learn a bit about the Gallatin Valley and its history. It may also stimulate their interest into learning more about these characters or events by visiting other points of interest in the area.

Another option endorsed by local Lewis and Clark enthusiasts included a large wall-size mural depicting the Lewis and Clark trail through our area. Don Nell, past local and national president of the LCTHF, and Jack Taylor, retired professor at Montana State University, have published a book with outstanding maps of the Lewis and Clark travels from below Great Falls to Lemhi Pass. This includes maps of Clark's return with his group through Gallatin Valley in 1806. The maps designate the camping sites along the route of travel. These maps are being used for a brochure which our local chapter is currently producing for free distribution at sites such as those at the rest stop. The maps can be enlarged to cover a wall-sized mural. Along with the maps, portraits of Lewis, Clark, illustrations or photographs of areas along their route and a description of their travels along with a copy of some of their narrative could easily be placed on the mural. I have included a sample copy of the map similar to as it will appear in the Lewis and Clark local brochure.

We, additionally, have funds available to assist in the cost of incorporating either one of these ideas into the rest stop. We are enthused about Lewis and Clark and their contribution to Montana's history including that in the Gallatin Valley. Their epic journey is one that thrills all of us and is now being increasingly acknowledged and embraced by the American public.

LEWIS & CLARK TRAIL HERITAGE FOUNDATION, INC.

DOUG MOELLER
PAGE THREE

I hope this letter has conveyed our proposals adequately. I or any other officers of our group would be glad to meet with you for further explanation or clarification. I truly appreciate your time and effort in taking our suggestions into consideration.

I Remain Respectfully Youre,

Patrick M. Holland, M.D.
Past President of the Lewis and Clark Trail Heritage Foundation

PMH/jlh

Enclosure

cc: Larry Nurolo, Facilities Manager, Department of Transportation, PO Box 201001, Helena, MT 59604
cc: Lois Roby, 4562 Bannock Lane, Bozeman, MT 59715
cc: Larry Merkel, 3148 Deer Creek DR, Bozeman, MT 59715
cc: Don Nell, 521 North 10th Ave.,-Bozeman, MT 59715

LEWIS & CLARK TRAIL

Lewis and Clark Services, Inc.

3229 8th Avenue North Great Falls, Montana 59401 (406) 268-8403

15 July 1999

Sarah Lawlor
MTRI Coordinator
Travel Montana
PO Box 200533
Helena, MT 59620-0533

My name is Don Peterson and I am writing to you about the Montana Tourism & Recreation Initiative proposed by the Montana Lewis and Clark Bicentennial Commission. As Immediate Past President of the Portage Route Chapter (Great Falls) of the Lewis and Clark Trail Heritage Foundation and a person whose focus is Lewis and Clark heritage I am proud to be a part of helping preserve this important part of our history. I serve on a committee with our local chapter whose focus is to support goals outlined in your letter dated April 7, 1999.

I have developed a list of important Lewis and Clark sites in the Great Falls area that need signage or other improvements necessary to share our Lewis and Clark heritage. I have shared this list with other committee members from our Chapter as well as key members of the local community: the County Surveyor, Public Works Director, City-County Planning Director, as well as others. Our initial meeting outlined important steps that need to be addressed. It will take a team effort to get things done in time for the increased traffic that is already starting to visit Montana.

I am concerned that the focus of state, county, and municipal governments as well as other groups serve the immediate and long term needs associated with the proper preparation for our observance of the Lewis and Clark bicentennial. We need to get things done not only to meet the needs of this important observance of our heritage but it must be done in a way that leaves those who follow behind in our footsteps a legacy that we can be proud of.

I will forward a copy of this letter and the attachment to Clint Blackwood.

Sincerely,

Donald A. Peterson

Copy to: Clint Blackwood, MT L&C
Bicentennial Executive Director

Montana Tourism & Recreation Initiative

Salem Bridge
Presently: Nothing
Needed: Better turnouts and turnarounds for buses. Need signage telling abou canoe takeout point, portage up the hill. Also need good signage from Hwy 87 hence to Highwood Road hence to Salem Rd hence to the Salem Bridge

a. **White Bear Islands**
Presently: Nothing
Needed: Two turnouts to accommodate busses as well as a lot of signage to e the naming of the islands, bear problems, the end of the 18 1/4 mile portage, th Iron Boat, the 4th of July, etc. See below:

Site A This is would be a turnout about 1/2 mile east of Tommy Thomas's Development and would be an improved turnout on 40th Ave South. Access t hill overlooking the Ayrshire Dairy and White Bear Island would be from the turnout through a fence on a path to the hilltop a distance of about 2-300 feet o so. Harry Mitchellwould consider giving access.

Site B This would be a turnout on River Road 0.4 mile North of Franklin Ave No access to any private land would be granted. This site would be in additio A above.

On all sites boardering private land, we need a standardized phrase to the effe that these sites are private and the rights of the property owner must be respec

b. **Upper Portage Camp**
Presently: Nothing
Needed: Signs showing where the camp was located.

c. **Flattery Run**
Presently: Nothing
Needed: Signage identifying it as "Flattery Run" and the significance

. **High Point of ground on Ryan Dam Road**
Presently: Nothing
Needed: A large turn out with signage pointing out the entire portage route.

. **Morony Dam and Below Sacagawea (Sulfur) Springs near the river**
Presently: Nothing.
Needed: Signage at Dam telling about the Springs and how to get there. Als need signage at the springs as well as below the springs at the river telling abo the lower portage camp, portage creek, etc

[illegible]MTRI 1

LEWIS & CLARK TRAIL HERITAGE FOUNDATION, INC.

5. Willow Run
   Presently: Nothing
   Needed: Signage on Highwood Road as well as the camp site (railroad grade wit landowners permission) that explains location of the site and its significance to the corps

6. Mouth of Medicine (Sun) River
   Presently: Nothing
   Needed: In the parking lot under the Warden Bridge at the head of the River's Edge Trail we need signage identifying it and excerpts from the journals on the booming sound as well as Lewis's June 14 reconnoiter.

7. Site of Lewis's Bear Encounter
   Presently: Signage in West Bank Park (being re-worked at present)
   Needed: Signage near the horse shoe pits on River Drive North (on South Side of river) showing location across the river with excerpts from the journal.

8a. Rainbow Falls/Colter Falls Overlook
   Presently: The large sign telling about the history of the dams is missing. There are 3 interpretive signs presently at this site: 1) Saleing on dry land 2) The right choice (the decision at the mouth of the Marias River) 3) how to generate electricity
   Needed: Signage about Rainbow falls and Colter Falls with early pictures if possible. Also excerpts from the journals

8b. Lewis and Clark Overlook
   Presently: 3 signs: 1) Rainbow Falls 2) A Walk on the Wild Side (about Lewis's June 14, 1805 reconnoiter) this sign is in poor condition and needs to be repaired or replaced 3) Saleing on Dry Land
   Needed

8c. Crooked Falls
   Presently: Signage about power production & the Marias River
   Needed: Signage about Crooked Falls with early pictures if possible along with excerpts from the journals (i.e. - Clark's walk on 17, 18 June 1805)

9. Canoe Camp
   Presently: Nothing
   Needed: Signage telling about where the camp was, why it was formed, its duration, etc

0. Dearborn's River
   Presently: Nothing
   Needed: Signage is needed with excerpts from the journals

pecial Project: Portage Route across the rolling prairie
   Presently: Nothing
   Needed: Signage that marks the route from Salem Bridge to White Bear Islands Portage Route Chapter needs to take this on as a sole project of the Chapter.

verlook Park
   Presently: Good signage
   Needed: N/A

enth Ave South and Portage Route S of Town
   Presently: Sign on 52nd St & 10th Ave South identifying the portage
   Needed: Sign on 57th St & 7th Ave South identifying where the portage crosse Also need direction signs down 57th to 10th Ave South, down 10th Ave South t 26th Street and indicate a left turn is needed on 26th St South. Direction signs needed showing the route South on 26th St to 33rd Ave South, hence West on 33rd Ave South to 13th Street South hence South on 13th St South to the Ayrshi Dairy so people can follow the general route to the Upper Portage Camp

iver Drive North
   Presently: Nothing
   Needed: Signage at Broadwater Bay talking about the ford (Blackfeet name for the Great Falls area was "Rock Bottom Crossing" before the advent of the white man.

ack Eagle Falls Overlook
   Presently: Good signage
   Needed: More signage with excerpts from the journals explaining Lewis's view from Indian Hill. Also need good pictures at this site showing the site before da and another picture showing the ACM Smelter.

lant Springs
   Presently: Good signage near springs.
   Needed: More signage above the springs on River Road where people can share our history of this area without paying a fee.

LEWIS & CLARK TRAIL HERITAGE FOUNDATION, INC.

Montana Tourism & Recreation Initiative

L&C Interpretive Center
Presently: No outside signage
Needed: Signage in parking lot overlooking the river telling about Lewis's June 14, 1805 reconnoiter

Great Falls (Ryan Dam)
Presently: Excellent signage on Ryan Island.
Needed: Some good signage in parking area for people who visit this site the other 9 months of the year when the island is closed to the public.

Smith's River
Presently: Nothing.
Needed: Signage reflecting the history of this site with excerpts from the journals.

Interstate 15 Between Ulm and Cascade:
Presently: Nothing
Needed: A large turnout on top of the big hill between Ulm and Cascade that tells about Fort Mountain

Entrance to Missouri River Canyon and the canyon itself
Presently: Nothing.
Needed: Signage is needed near Pine Island (site of July 16th camp) and also in the canyon where the bighorn sheep were sighted

Ordway's Creek (Little Prickly Pear Creek)
Presently: Nothing
Needed: Signage needed at the large parking lot below steel bridge below Holt that tells about Ordway's Creek

Carter Ferry (Chouteau County)
Presently: Nothing
Needed: Signage telling about Clark's June 4-5 reconnoiter as well as Lewis's run for the falls. Also tell about Strawberry River.

4

BITTERROOT NATIONAL FOREST

Date: April 16, 1999
From: [SMTP:Lagodich_Carol/r1_bitterroot@fs.fed.u EX244933 -EXCH01
To: Baumler, Ellen CW4873 -ZIP008
cc: Underwood_Cindy/r1_bitterroot@sv2wo.wo.fs.f -
Dies_Dixie/r1_bitterroot@sv2wo.wo.fs.fed.us -
Lagodich_Carol/r1_bitterroot@sv2wo.wo.fs.fe -
Subject: L&C Interpretive Signs

I'm answering your inquiry about Lewis and Clark interpretive signs for the Bitterroot National Forest (Southern Glacier Country).

As far as I know, there is only one L&C sign on the Bitterroot National Forest.
It is at Spring Gulch Campground near the Sept. 6 1805 trail. It is an older sign and it should be replaced.

Other locations signs could be placed along the travel route (if funding is available) include:
Saddle Mt.
Lost Trail Pass
Lost Trail Visitor Center
Lost Trail Overlook
Indians Trees Campground
Sula Ranger Station
Sula Peak
Darby Ranger Station
Stevensville Ranger Station
Gibbons Pass
Nez Perce Trail
The Forest Service is applying for funded for the above signs. Partnerships may increase our chance of getting funding. To talk more about partnership possibilities or for more information on the signs, call me at the Sula Ranger Station, 406-821-3201.

Ross' Hole is private property. If permission is obtained from the landowers, there is an opportunity for a sign interpreting the Charlie Russell painting. Maybe the Sula Community Club house could be the sign location. Near the Sula Store on Hwy 93, a Highway Dept. sign talks about Alexander Ross, but nothing is mentioned about L&C. That sign could be added to.

Carol Lagodich
Sula Ranger District
Bitterroot National Forest

PRAIRIE COUNTY MUSEUM

Prairie County Museum
Wynona Breen
PO Box 426
Terry MT 59349

April 29, 1999

Montana Historical Society
Historic Preservation Office
Helena, MT 59620

Ms Baumler,

In regard to the Clark Sites in July 1805 along the Yellowstone near here, we have listed———
Buffalo Rapids-
Bear Rapids
York's Creek- possibly Custer Creek now
Powder River
1 1/2 miles to overnight camp- marked by sign
Wolf Rapids
Little Wolf Creek-now Cherry Creek
Coal Creek- now Fallon Creek
These are all locateable along 194 between Miles City and Glendive.
The only one we have signed is the camp site. The islands in the Yellowstone have changed somewhat,. We have photographs of this site taken about 10 years ago. Hope this is helpful

Sincerely, Wynona Breen

Wynona Breen
Prairie County Museum
Terry, MT59349

UPPER BLACKFOOT HISTORICAL SOCIETY

To: Montana Historical Society
Historic Preservation Office
Att: Ellen Baumler Historic Signs Coordinator

Ms. Baumler
This letter is in regards to your inquiry pertaining to interpretation signs relating to Lewis and Clark's travel in our area. (Upper Blackfoot valley, Lewis and Clark co. Lincoln)
Presently I know of only two interruptive signs existing. Both of these signs are National Forest Signs that are located on secondary roads. I have enclosed copy of the Lincoln Ranger District sign inventory pertaining to those signs. We as the Upper Blackfoot Historical Society feel that additional interpretation of Lewis's return though our area is needed. Our museum site is located 2 miles west of Lincoln and is very near or right on the original trail, and just off of Highway 200. This site would provide a excellent opportunity for this interpretation. US highway 200 is a major route connecting people interested in the Lewis and Clark trail from Lolo to the new interruptive center in Great Falls. We are looking forward in working with you in this important project.

Jerry Burns. (member of the board of directors Upper Blackfoot Historical Society)
Telephone : home 362-4891 work 362-4265
P.O. Box 11C
Lincoln Mt.
59639

GLENDIVE CHAMBER OF COMMERCE & AG

Part 1

FROM: Slawlor / Internet
DDT1=RFC-822; DDV1=Slawlor@state.mt.us;

TO: Daniel Matteson / r6pnw, colville

Part 2

ARPA MESSAGE HEADER

Part 3

FYI-

Below is a reply I received in response to my letter to tourism and L&C entities throughout the state requesting information on L&C signage.

-----Original Message-----
From: Glendive Chamber of Commerce & Agriculture
[mailto:chamber@midrivers.com]
Sent: Friday, April 23, 1999 9:57 AM
To: sarah@visitmt.com
Subject: Lewis & Clark signage

Dear Sarah -

Linda forwarded your letter to me with the request that I respond to your questions concerning the upcomming Bicentennial.

As far as I know at this point there is only one sign that mentions Lewis & Clarks travels in this area, and it really does only mention it as a brief aside. I will send more informaiton about the sign soon, if you'd like.

A Lewis & Clark committee is presently being formed and we are sure they will want to work closely with you on this project.

As Glendive is located along the banks of the Yellowstone River, there are many sites in the area which really should be marked. We would really like to see one placed on our Historic Bell Street Bridge, which spans the river in the center of town.

It's restoration has been one of our pet projects and a sign or plaque about Clark's visits would be a wonderful addition.

Anyway, I look forward to working with you further on this project.
Sincerely,

Peggy Hughes
Chamber Events Coordinator

BEAVERHEAD & MADISON COUNTIES

Preliminary Sign Plan

Lewis and Clark Historic Sites

SIGN PLAN FOR LEWIS & CLARK HISTORIC SITES

BEAVERHEAD & MADISON COUNTIES, MONTANA

LEGEND

▲▲ — Indicates location of signs

A —Bold letters (A,B,C etc) refer to approximate sign locations on the Site Plan pages and Sign messages/specification pages

NOTES

1--Final locations of signs will be marked at each site by the governing agencies involved, and the Lewis & Clark Camp Fortunate Chapter of Dillon, MT

2--Although the sign specifications say reflectorized white on green, the preferred colors would be white on brown, which are the family of colors for the National Park Service (the Lewis & Clark trail is under the jurisdiction of the National Park Service)

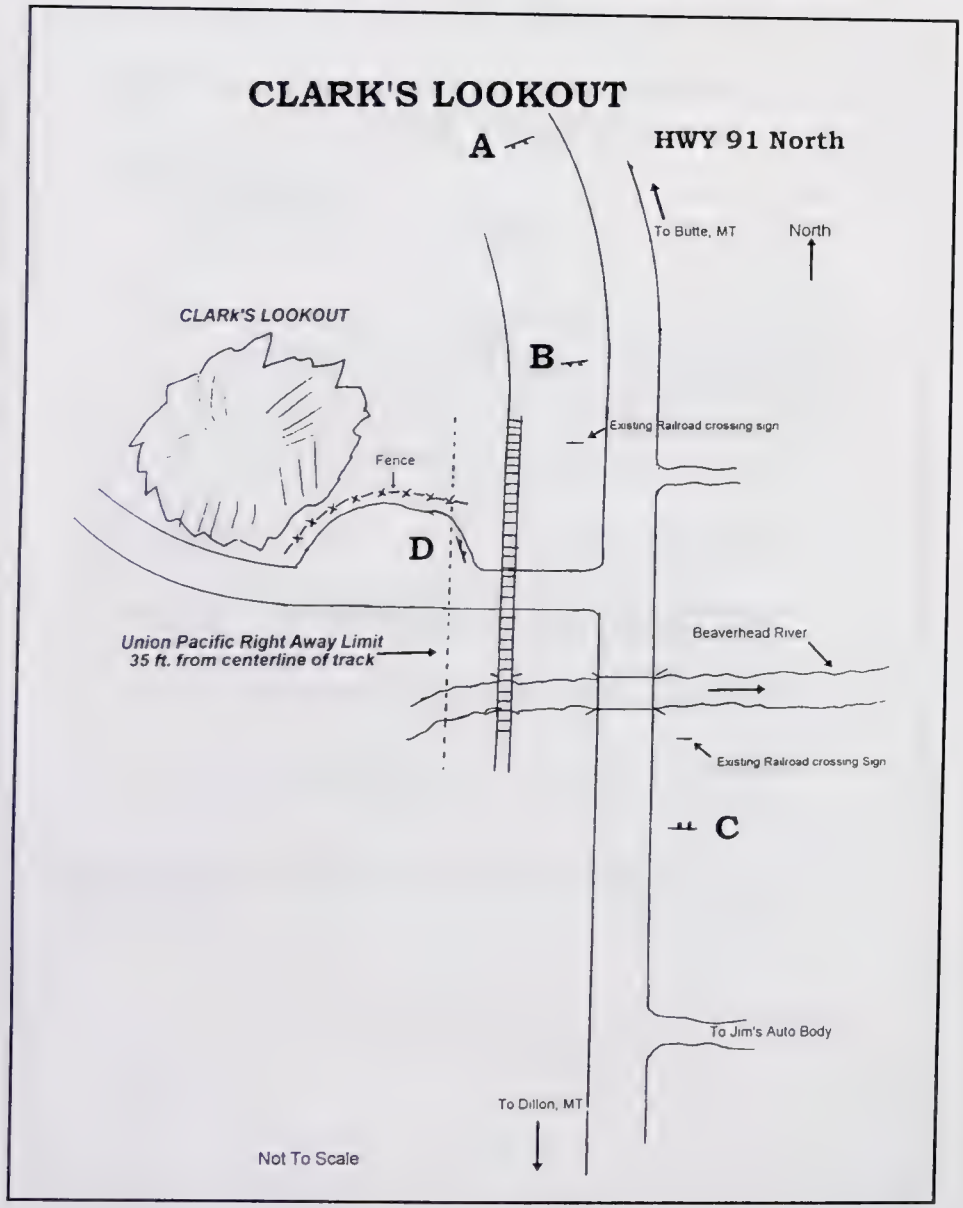
3--If the preferred site for the first Indian sighting along HWY 324 is used, it will be necessary for Beaverhead County to construct a proper turnout to accommodate 2 to 3 vehicles

4--A great deal of cooperation is needed between the State, Federal & County highway departments to implement this plan. It would be desirable if the State and Federal governments would purchase and install the approach/guide signs along their respective right-of-ways

5--Text, graphics and location of the interpretive signs will be selected, designed and located in cooperation with National Park Service, Montana Fish, Wildlife & Parks, BLM, Bureau of Reclamation and The Camp Fortunate Chapter of Dillon, MT

Sign Plan prepared by Bill Kolar
Camp Fortunate Chapter
Dillon, MT

BEAVERHEAD & MADISON COUNTIES



CLARK'S LOOKOUT

HWY #91 NORTH

SIGN PLAN MESSAGES

HISTORIC SITE
CLARK'S LOOKOUT
1/4 MI →

33"x96"

Specifications

Sign **A**

Reflectorized--White on Green
6 inch letters
Material--Aluminum

Install Lewis & Clark 18 inch National Trail logo on inside post below sign.

HISTORIC
SITE
→

33"x39"

Signs **B & C**

Reflectorized--White on Green
6 inch letters--Reverse Arrows
Material--Aluminum

Interpretive Sign--Sample only

Tuesday, August 13, 1805

Here, at the base of "a high point of Limestone rocks on the Stard. Side...70 feet high." they pulled their seven cottonwood dugouts ashore.

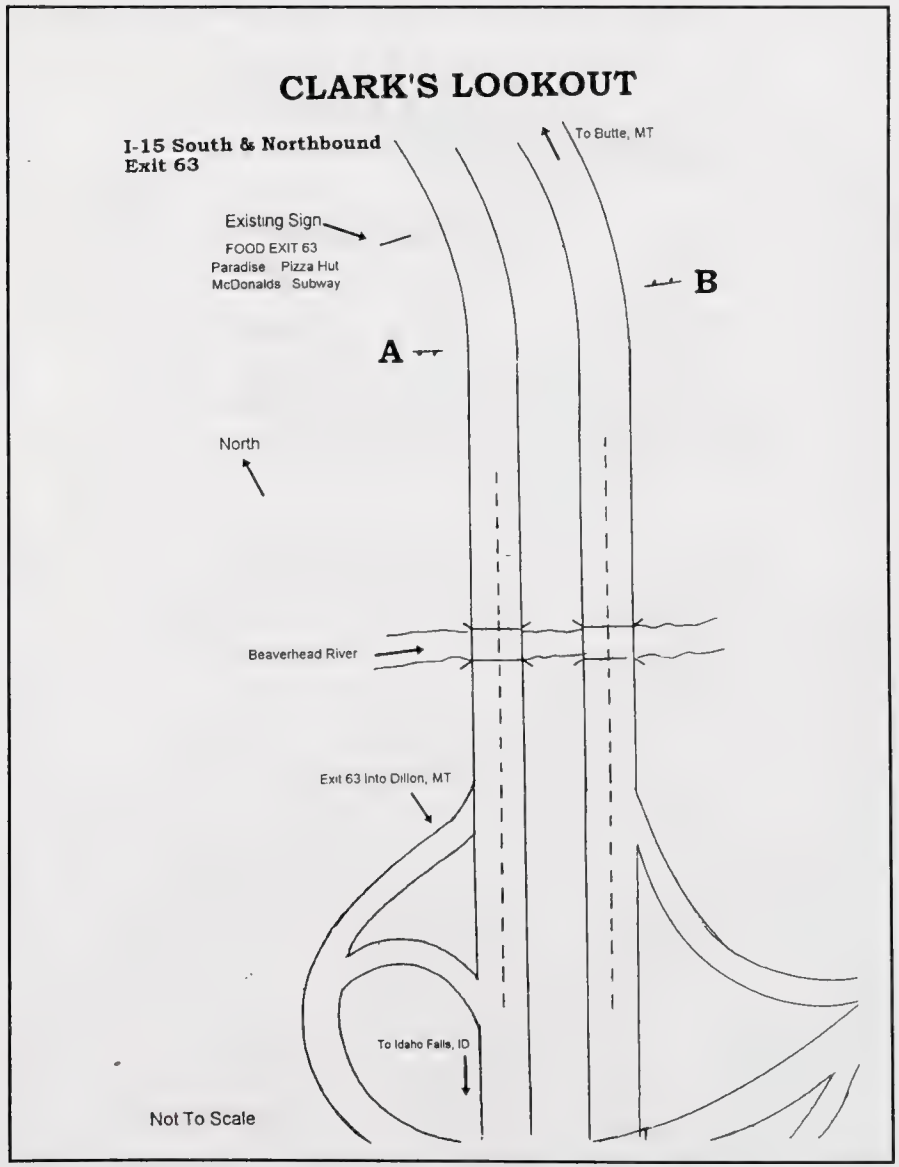
Captain Clark ascended this high point of "rugged" rock. He made a number of compass readings, and sketched a map of the area:

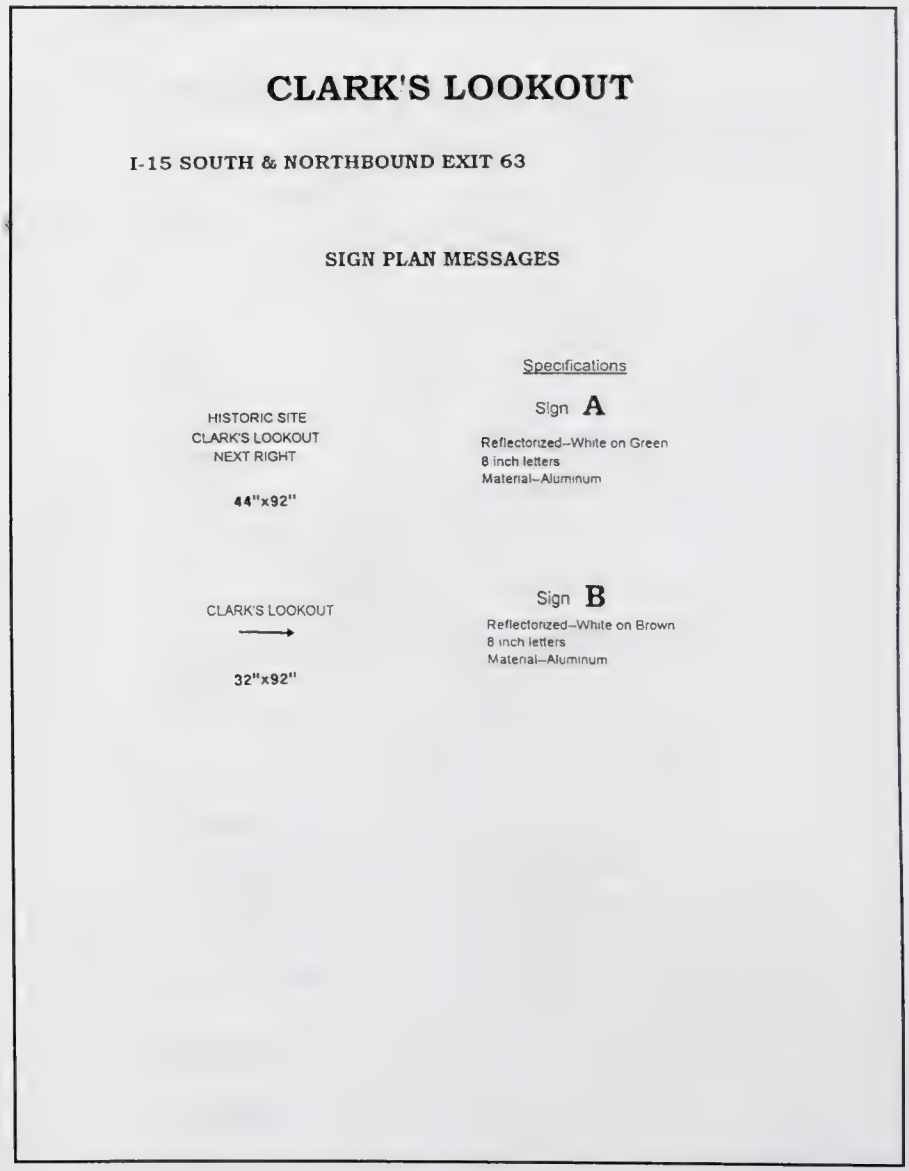
"Point of the Beaver head hill bears N. 24 E 12 Ms.
"The course of the Wisdom river is No. 25 W.
"The gap at the place the river passes thro' a mountain in advance is S 18 W. 10 Ms."

Sign **D**

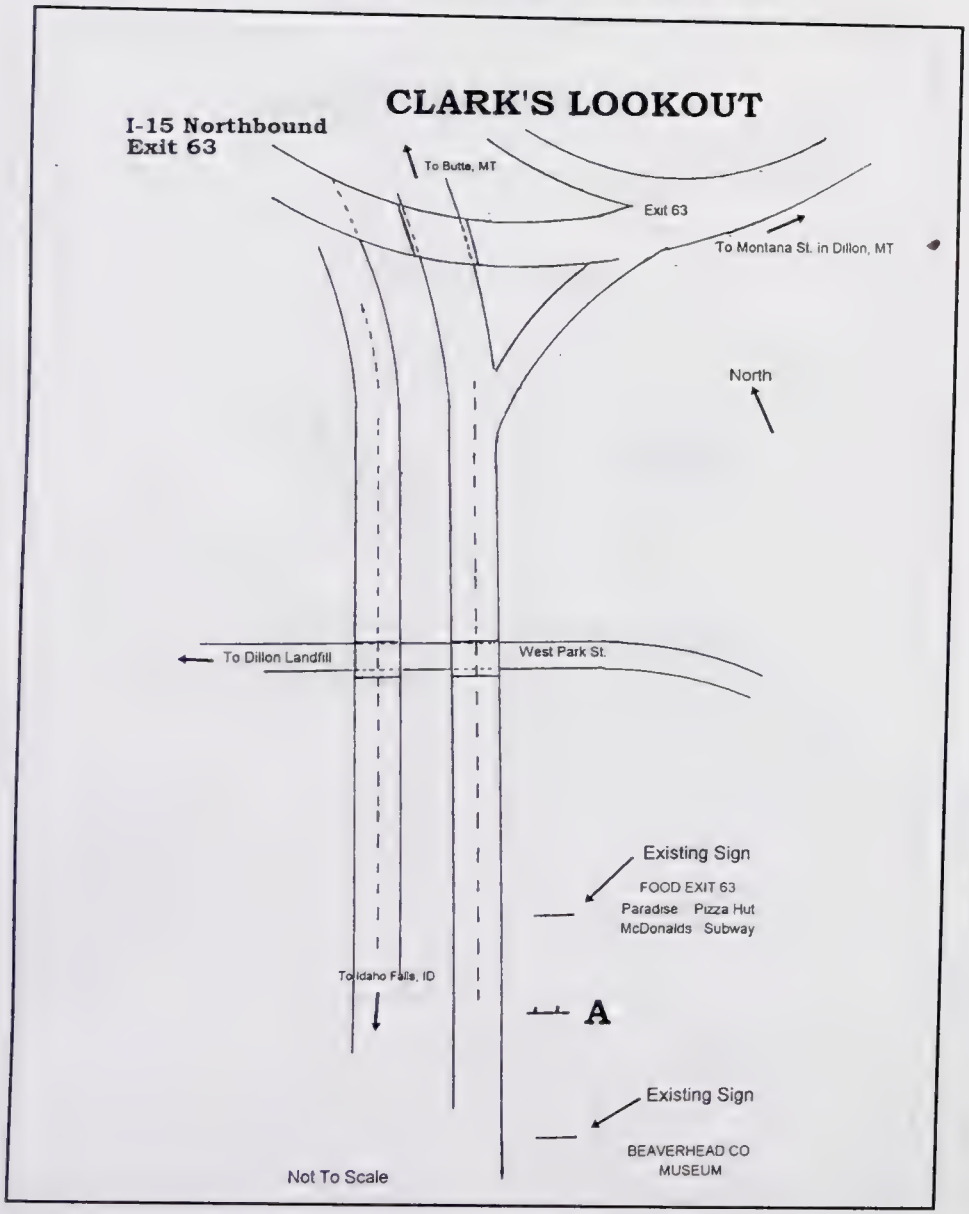
Material, size & final message will be determined later

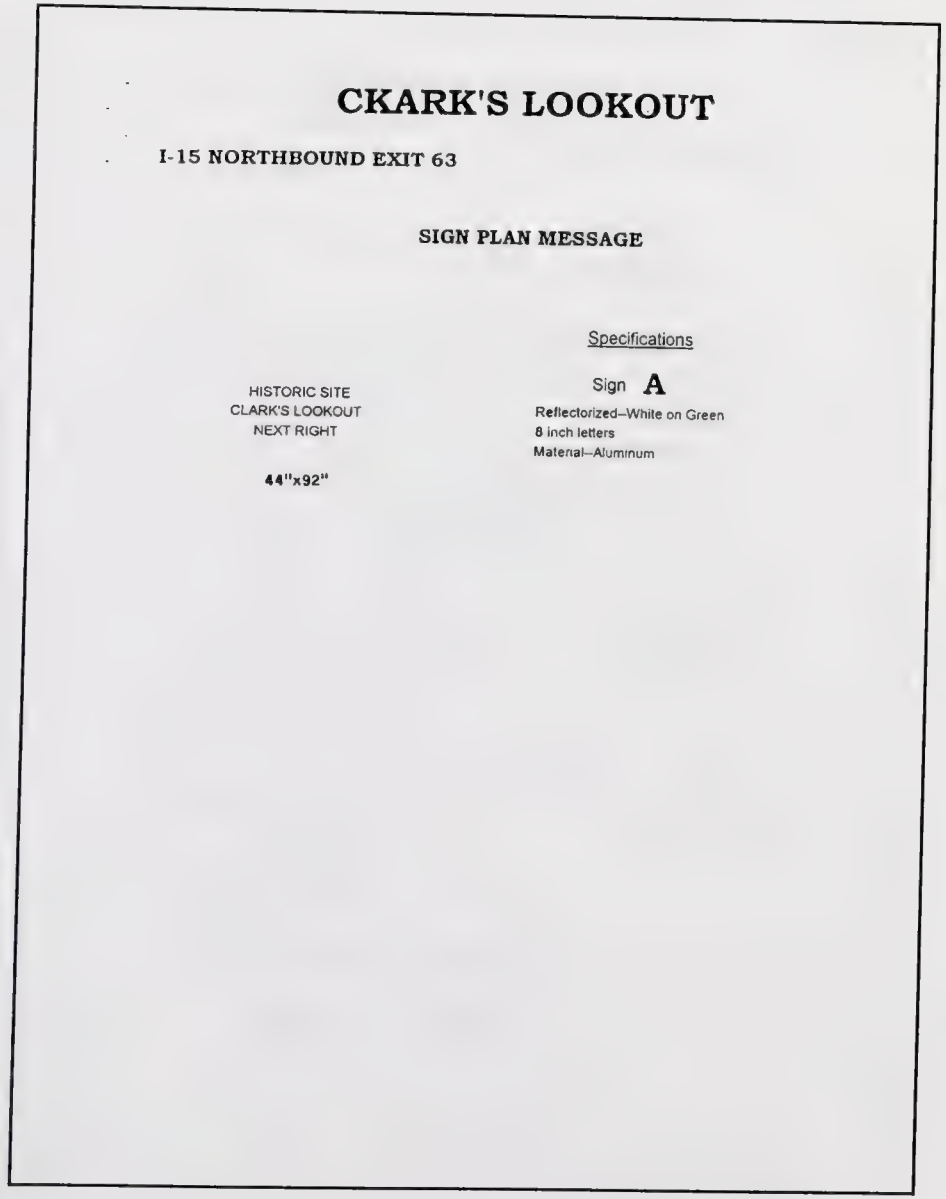
BEAVERHEAD & MADISON COUNTIES



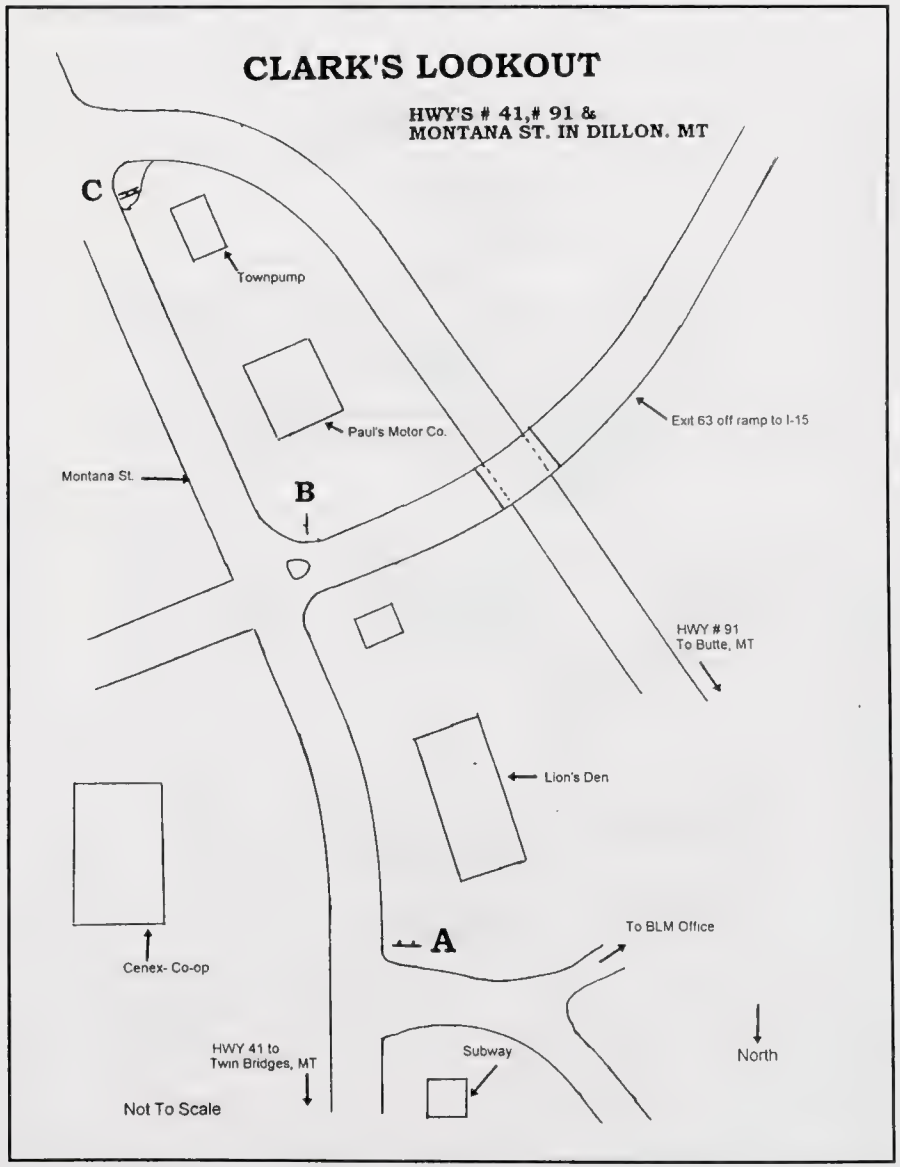


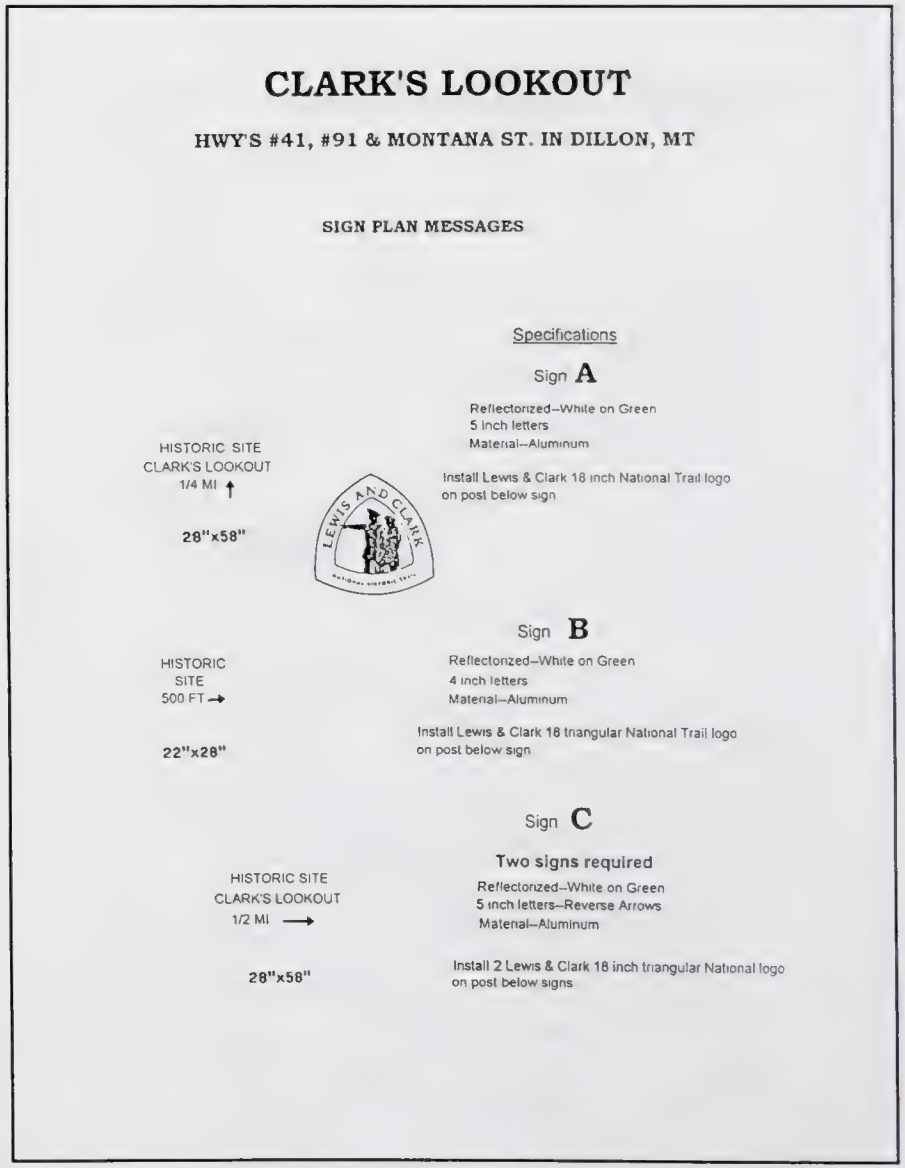
BEAVERHEAD & MADISON COUNTIES





BEAVERHEAD & MADISON COUNTIES

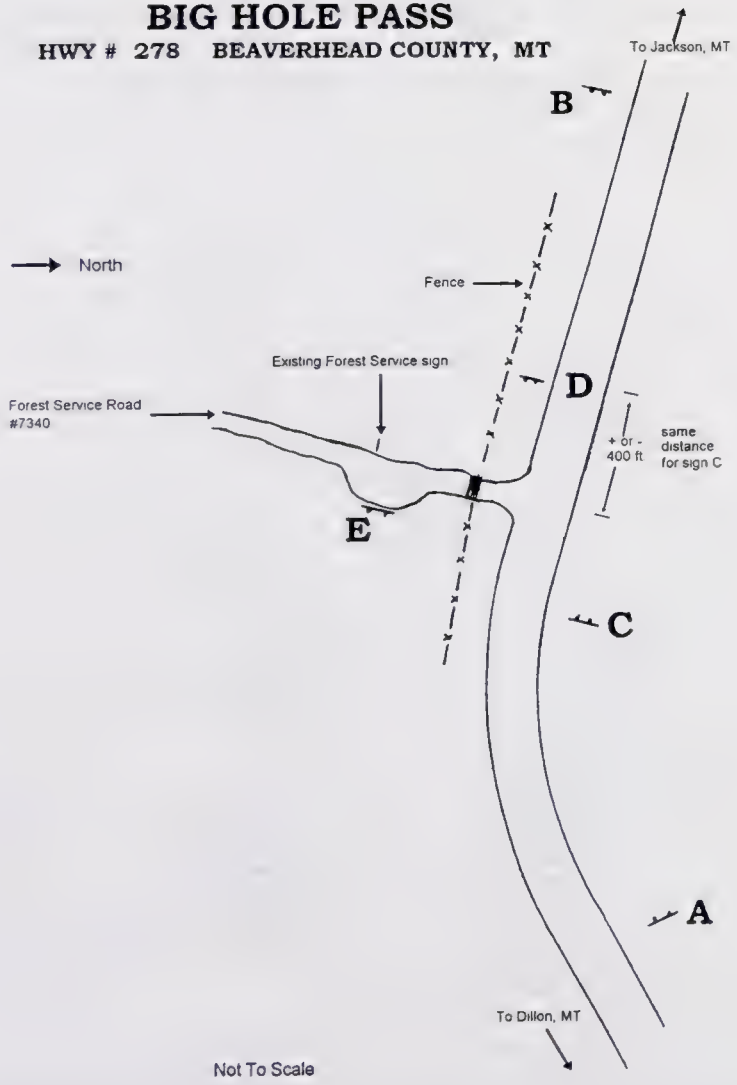




BEAVERHEAD & MADISON COUNTIES

BIG HOLE PASS

HWY # 278 BEAVERHEAD COUNTY, MT



BIG HOLE PASS

HWY #278 BEAVERHEAD CO. MT

SIGN PLAN MESSAGES

Specifications

HISTORIC SITE
1/4 MI→

33"x39"

Signs **A & B**

Reflectorized--White on Brown
6 inch letters--Reverse Arrows
Material--Aluminum

The Lewis & Clark 18 inch triangular National Trail sign logo will be installed on the inside post of each sign

HISTORIC SITE→

24"x39"

Signs **C & D**

Reflectorized--White on Brown
6 inch letters--Reverse Arrows
Material-- Aluminum

Interpretive Sign

See next page

Sign **E**

This sign has already been made and purchased by the U.S. Forest Service.

It is constructed of MDO plywood. Routed cream letters on brown. Size is 5ft by 8ft.

BEAVERHEAD & MADISON COUNTIES

Big Hole Pass
Elevation 7360

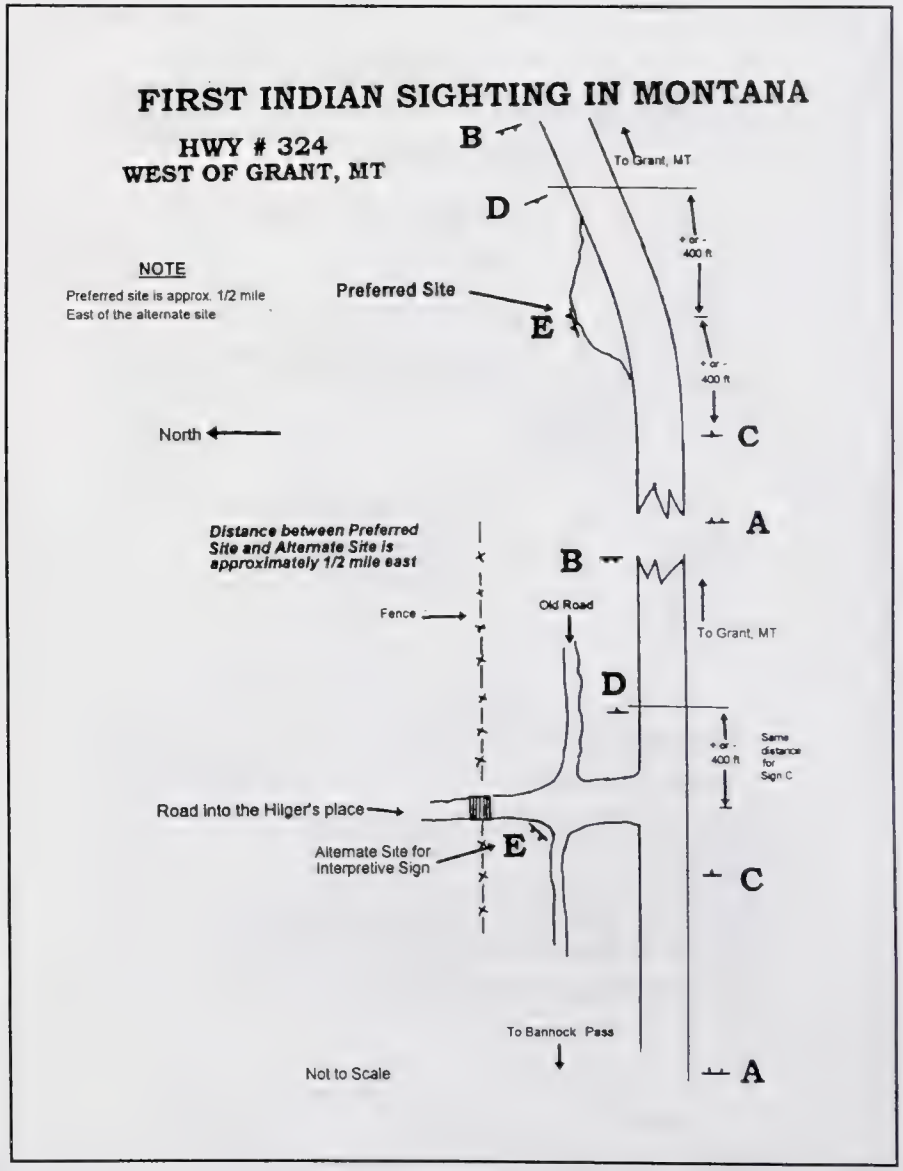
Captin William Clark, with part of the Lewis & Clark expedition crossed this pass on the return Journey east in July of 1806. The Big Hole River is to the West and Grasshopper Creek to the East

"this extensive vally surround with covered with snow is extremely fertile covered esculent plants and the creeks which pass through it contains emence numbers of beaver I now take my leave of this but full extensive vally which I call the hot springs vally (Big Hole Valley), and behold one less extensive and much more rugid on Williams Creek (Grasshopper Creek) for near 12 miles in length, remarkable cold night."

July 7, 1806

From this point the party continued on down Grasshopper Creek, Passed Northwest of the Town of Bannack, and crossed over into horse prairie creek where they had cashed their canoes and some sup plies on their westward Journey in August of 1805.

Beaverhead National Forest



BEAVERHEAD & MADISON COUNTIES

FIRST INDIAN SIGHTING IN MONTNA

HWY #324 WEST OF GRANT, MT

SIGN PLAN MESSAGES

Specifications

Signs **A & B**

HISTORIC SITE 1/4 MI →

33"x39"

Reflectorized–White on Green
6 inch letters–Reverse Arrows
Material–Aluminum

The Lewis & Clark 18 inch triangular National Trail sign logo will be installed on the inside post of each sign.

Signs **C & D**

HISTORIC SITE →

24"x39"

Reflectorized–White on Green
6 inch letters–Reverse Arrows
Material–Aluminum

Interpretive Sign—Sample only

From Lewis' diary of Sunday, August 11, 1805

"discovered an Indian on horse back about two miles distant coming down the plain toward us. with my glass I discovered from his dress that he was of a different nation from any that we had yet seen, and was satisfyed of his being a Sosone;"

"whe I arrived within about 150 paces I again repeated the word tab-ba-bone and held up the trinkits in my hands and striped up my shirt sleve to give him an opportunity of seeing the colour of my skin" "I got nearer than about 100 paces when he suddonly turned his hose about, gave him the whip leaped the creek and disapeared in the willow brush"

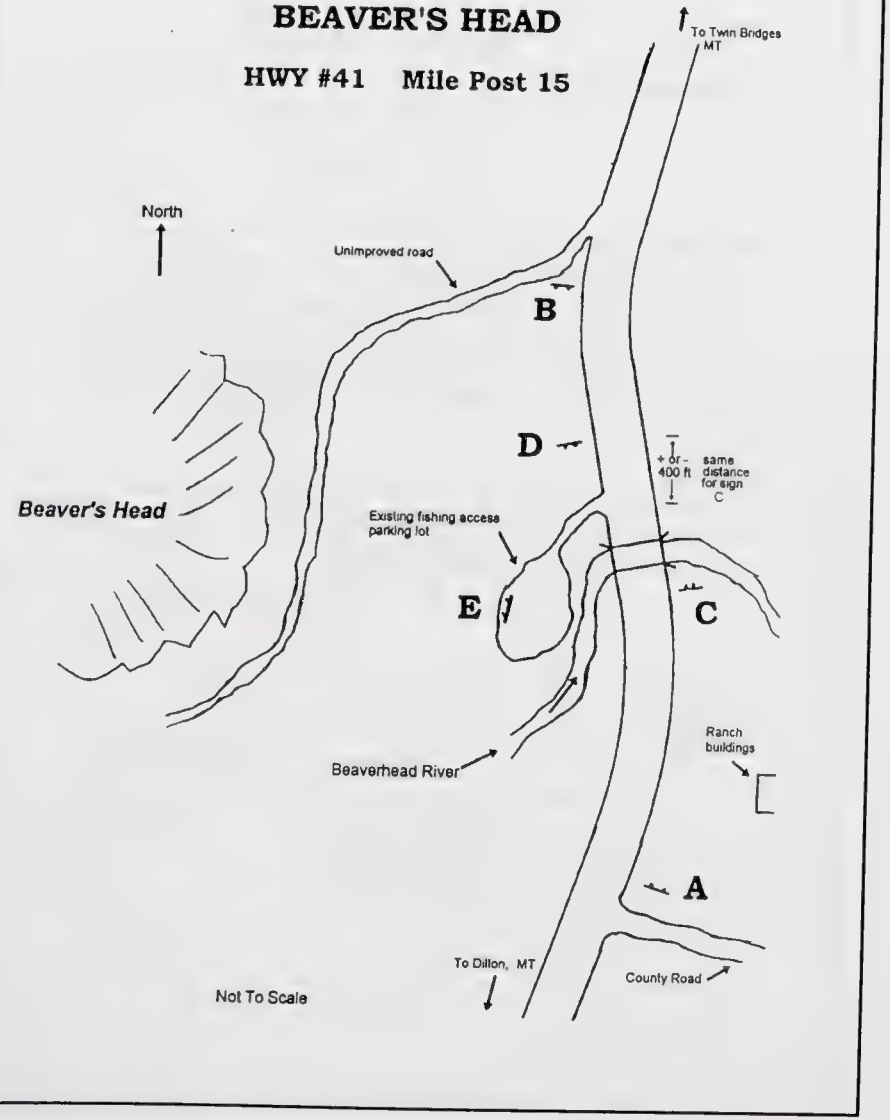
"I now felt quite as much mortification and disappointment as I had pleasure and expectation at the first sight of this indian.

Sign **E**

Final message, Material & size to be determined later.

BEAVER'S HEAD

HWY #41 Mile Post 15



BEAVERHEAD & MADISON COUNTIES

BEAVER'S HEAD

SIGN PLAN MESSAGES

HWY #41 MILE POST 15

Specifications

Signs **A & B**

HISTORIC SITE
BEAVER'S HEAD
1/4 MILE →

42"x60"

Reflectorized– White on Green
6 inch letters–Reverse Arrows
Material–Aluminum

The Lewis & Clark 18 inch triangular National Trail logo will be installed on the inside post of each sign

HISTORIC SITE →

33"x39"

Signs **C & D**

Reflectorized– White on Green
6 inch letters–Reverse Arrows
Material–Aluminum

Interpretive Sign–SAMPLE only

From Lewis' diary of Thursday, August 8, 1805

On August 8, a short distance above the mouth of present Ruby River, Sacgawea recognized a landmark

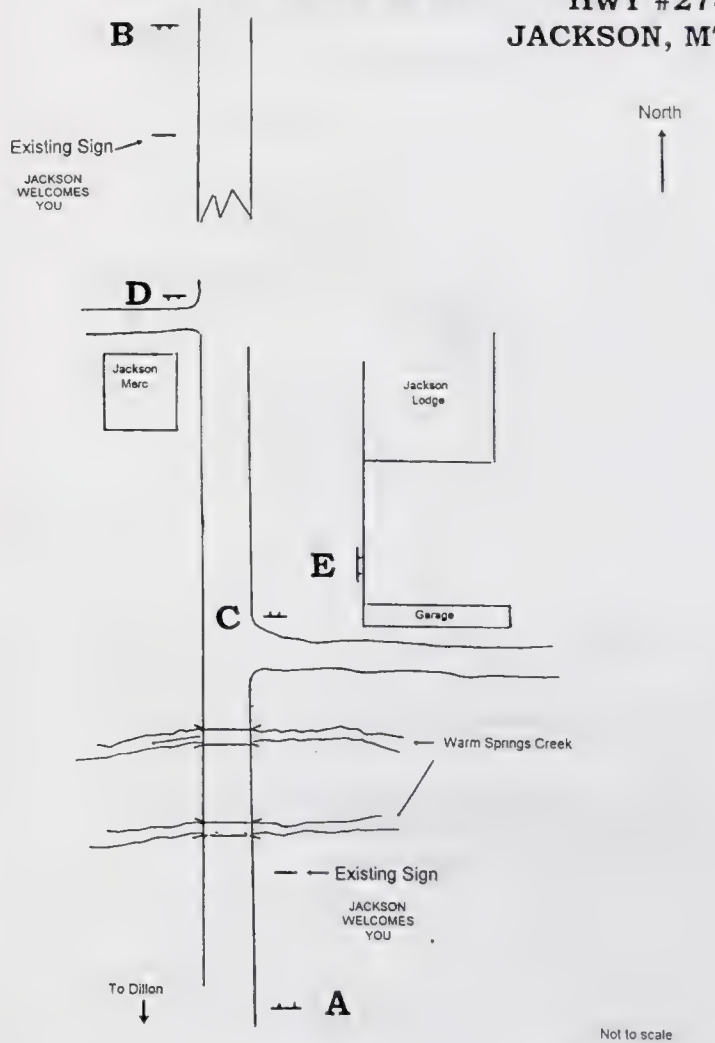
Lewis wrote: " The Indian woman recognized the point of a high plain to our right which she informed us was not very distant from the summer retreat of her nation on a river beyond the mountains which runs to the west. this hill she says her nation calls the beaver's head from a conceived resemblance of it's figure to the head of that animal."

Sign **E**

Final message, Material & size to be determined later.

BOILING SPRING

HWY #278
JACKSON, MT



BEAVERHEAD & MADISON COUNTIES

BOILING SPRING

SIGN PLAN MESSAGES

HWY #278
JACKSON, MT

SPECIFICATIONS

HISTORIC
SITE
BOILING SPR.
1/4 MI→

42"x52"

Signs **A & B**

Reflectorized–White on Green
6 inch letters–Reverse Arrows
Material–Aluminum

The Lewis & Clark 18 inch triangular National Trail logo will be installed on the inside post of each sign

HISTORIC
SITE →

20"x33"

Signs **C & D**

Reflectorized–White on Green
5 inch letters–Reverse Arrows
Material–Aluminum

Interpretive Sign–Sample only

From Clarks' diary of Monday, July 7, 1806

"keeping the Course I had set out on S. 56 E after crossing the river I kept up on the N E. side, Sometimes following an old road which frequently disappeared, at the distance of 16 miles we arived at a Boiling Spring"

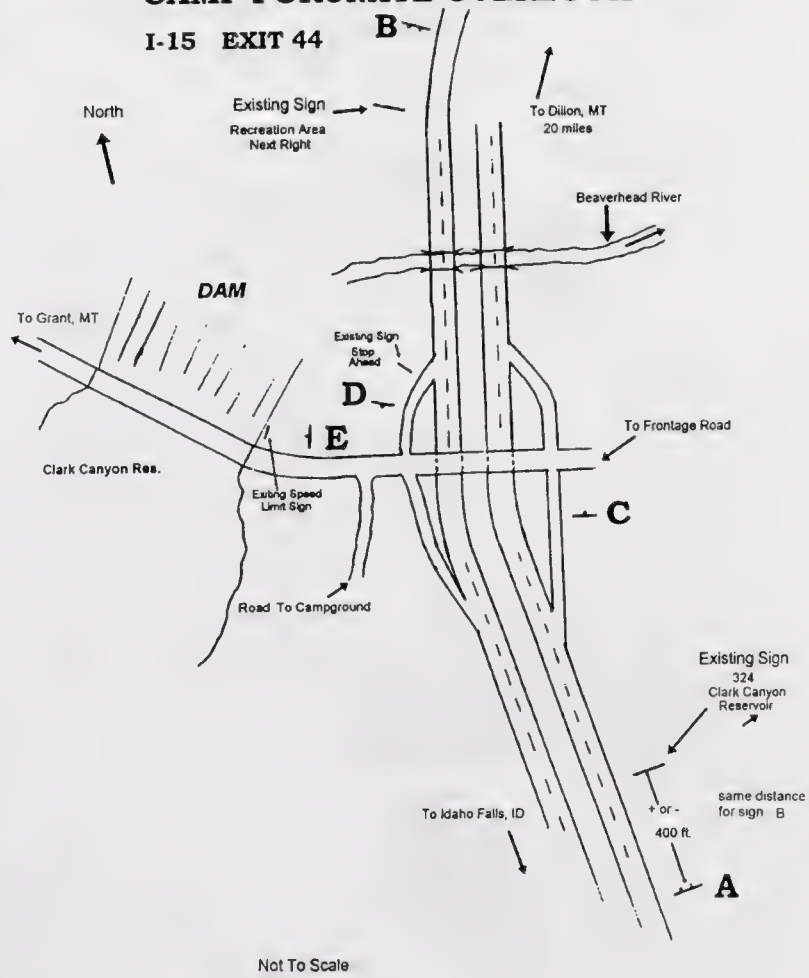
"this Spring contains a very considerable quantity of water, and actually blubbers with heat for 20 paces below where it rises. it has every appearance of boiling, too hot for a man to endure his hand in it 3 seconds."

"after takeing dinner and letting our horses graize 1 hour and a half we proceeded on"

Sign **E**

Final message, Material & size to be determined later

CAMP FORUNATE OVERLOOK



BEAVERHEAD & MADISON COUNTIES

CAMP FORTUNATE OVERLOOK

I-15 EXIT 44

SIGN PLAN MESSAGES

Specifications

HISTORIC SITE
CAMP FORTUNATE
NEXT RIGHT

44"x89"

Signs **A & B**
Reflectorized–White on Green
8 inch letters
Material–Aluminum

HISTORIC SITE →

20"x33"

Signs **C & D**
Reflectorized–White on Green
5 inch letters–Reverse Arrows
Material–Aluminum

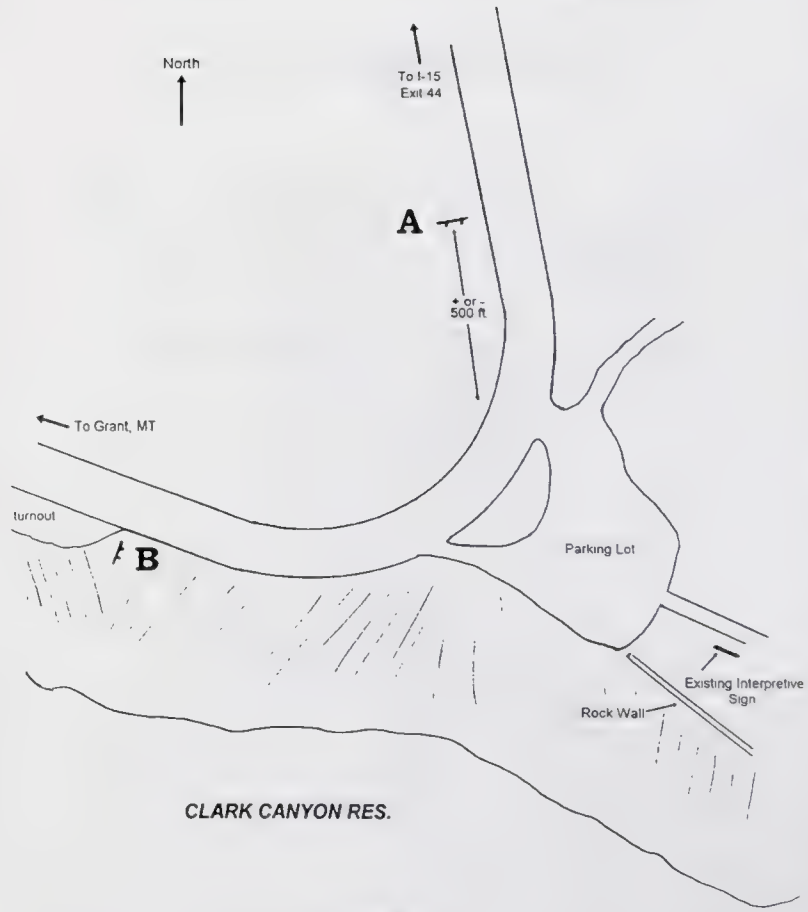
HISTORIC SITE ↑

22"x26"

Sign **E**
Reflectorized–White on Green
4 inch letters
Material–Aluminum

CAMP FORUNATE OVERLOOK

HWY # 324



Not To Scale

BEAVERHEAD & MADISON COUNTIES

CAMP FORUNATE OVERLOOK

HWY #324

SIGN PLAN MESSAGES

HISTORIC SITE
CAMP FORTUNATE →

33"x67"

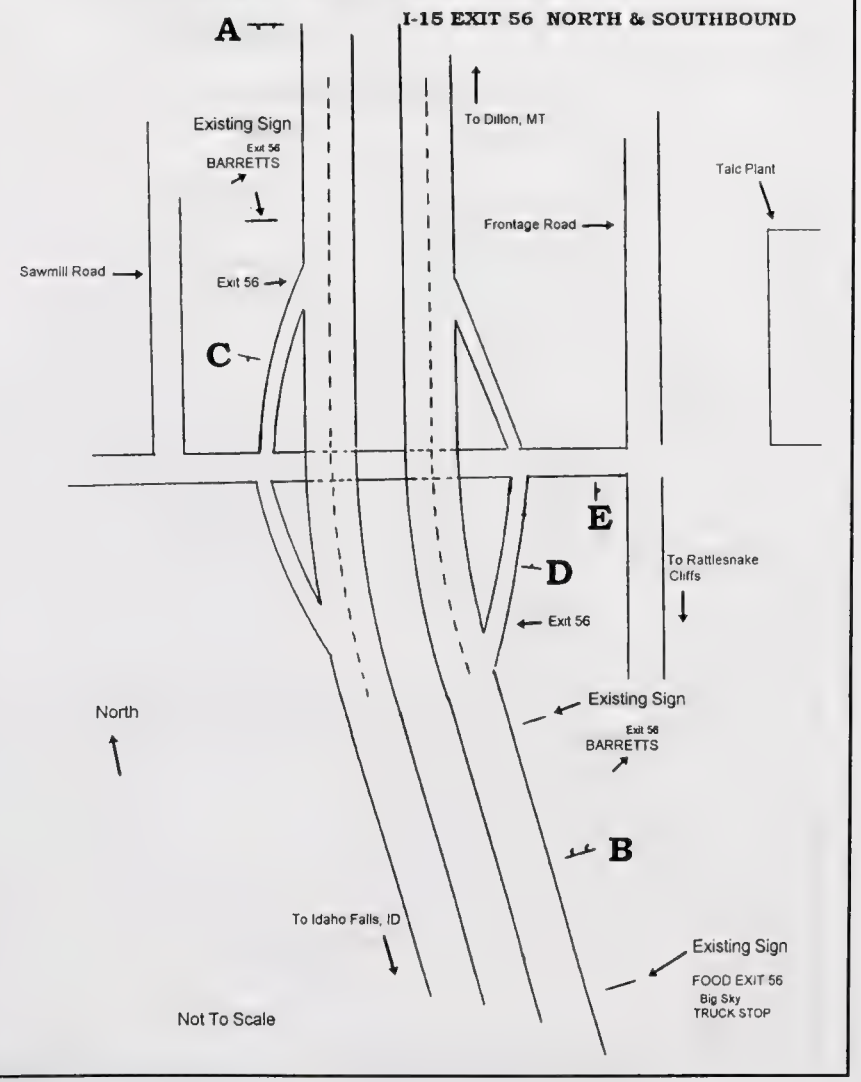
Specifications

Signs **A & B**

Reflectorized–White on Green
6 inch letters–Reverse Arrows
Material–Aluminum

The Lewis & Clark 18 inch triangular National Trail logo will be installed on the inside post of each sign

RATTLESNAKE CLIFFS



BEAVERHEAD & MADISON COUNTIES

RATTLESNAKE CLIFFS

I-15 EXIT 56 NORTH & SOUTHBOUND

SIGN PLAN MESSAGES

Specifications

HISTORIC SITE
RATTLESNAKE CLIFFS
NEXT RIGHT

44"x105"

Signs **A & B**

Reflectorized–White on Green
8 inch letters
Material–Aluminum

HISTORIC SITE →

20"x33"

Signs **C & D**

Reflectorized–White on Green
5 inch letters–Reverse Arrows
Material–Aluminum

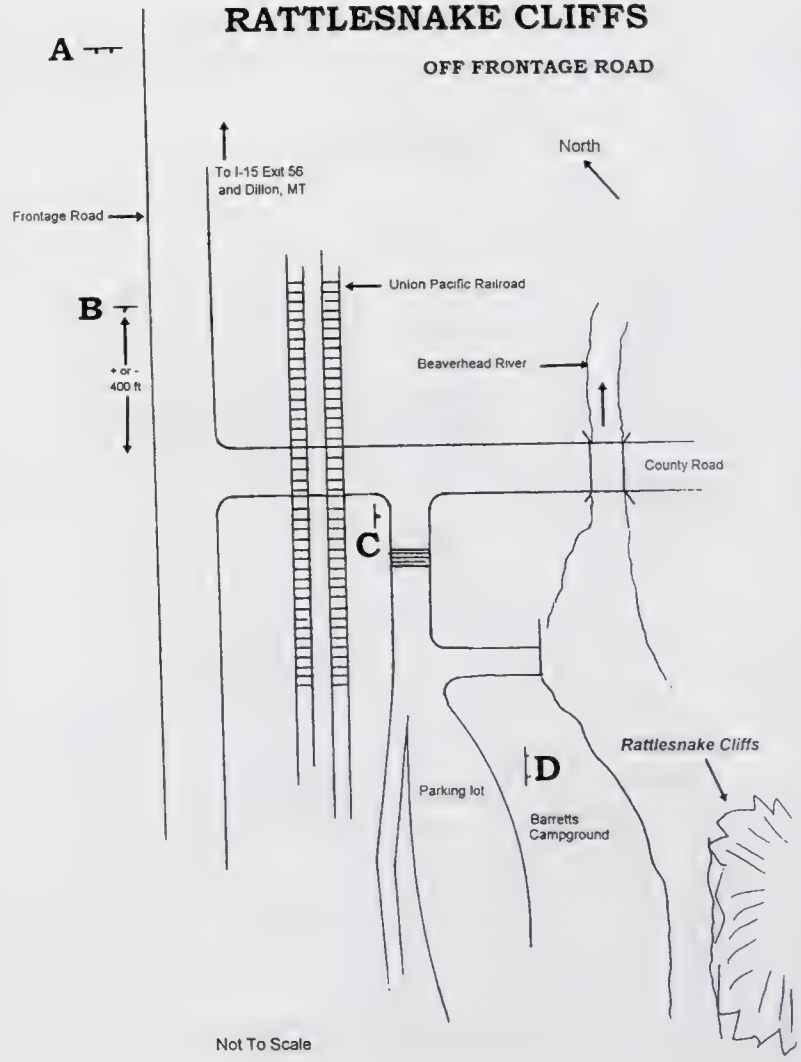
HISTORIC SITE →

16"x26"

Sign **E**

Reflectorized–White on Green
4 inch letters
Material–Aluminum

Install a 18 inch Lewis & Clark National Trail logo on the post below this sign



BEAVERHEAD & MADISON COUNTIES

RATTLESNAKE CLIFF

OFF FRONTAGE ROAD

SIGN PLAN MESSAGES

HISTORIC SITE
← 1/4 MI

33"x39"

HISTORIC SITE
←

33"x39"

HISTORIC SITE →

16"x26"

Interpretive Sign

Bureau of Reclamation will be responsible for the design & installation of this sign

Specifications

Sign **A**

Reflectorized--White on Green
5 inch letters
Material--Aluminum

Install a 16 inch Lewis & Clark National Trail logo on the post below this sign

Sign **B**

Reflectorized--White on Green
5 inch letters
Material--Aluminum

Sign **C**

Reflectorized--White on Green
4 inch letters
Material--Aluminum

Sign **D**

Message, Material & size to be determined later

TOWNSEND AREA CHAMBER OF COMMERCE

TOWNSEND AREA CHAMBER OF COMMERCE
PO BOX 947, TOWNSEND, MT. 59644
Jeff Stoffer, President, 406-266-3333

April 30, 1999

Sarah Lawlor
Montana Tourism & Recreation Initiative
Travel Montana
PO Box 200533
Helena, MT. 59620

Dear Sarah:

Broadwater County is both delighted and excited to participate in the Montana Tourism & Recreation Initiative program to improve the interpretive stations of our state. The upcoming Lewis and Clark Bicentennial poses a wonderful opportunity for new partnerships and cohesive interpretive development along the route of the famous explorers.

Our recently formed Broadwater Heritage Council (a diverse oversight committee now in the midst of developing an economic action plan for the Bicentennial years and beyond) considers interpretive signs as a top priority, and I recently joined Chuck Neal of the U.S. Bureau of Reclamation's Canyon Ferry office in a tour of the county's signs and sites. The condition of these markers was so bad, I wrote a column about it in the local newspaper, The Townsend Star. That column is enclosed

Although we are still in the problem-identification and prioritization stage of planning, our group feels it is heading in the right direction. Our local Crimson Bluffs Chapter of the Lewis and Clark Heritage Trail Foundation has produced a marvelous brochure identifying likely campsites of the Corps of Discovery through the Missouri River headwaters region and the land which is now Broadwater County. The Bureau of Reclamation has budgeted some funds for interpretive signs in the county, which we certainly want to fit into the statewide system. The U.S. Forest Service, Broadwater County, City of Townsend, Broadwater Stream & Lake Committee, Townsend Area Chamber of Commerce, and other local organizations have expressed interest in helping develop our local sites.

What follows is an inventory of historically significant, existing interpretive sites along the Lewis-Clark Trail in Broadwater County. We have already begun to develop recommendations for new structures, with new text which interprets not only the Lewis-Clark story through our county but also its natural features and history. We do not believe we need to install sites at new locations as yet and wish to focus instead on replacing or significantly upgrading existing, dilapidated stations which have been in existence for some time.

In addition to the installation of new and improved interpretive stations, we wish to emphasize the importance of highly visible, accurate markers guiding travelers to the sites. If, for instance, a Lewis-Clark site is five miles off the highway, we want signs indicating that distance and direction. We want visitors to be enlightened, not confused. We want to leave a positive lasting impression and promote return visits. As the following inventory will suggest, we have a lot of work to do.

Also, we believe that a program of maintenance is necessary for the sites. It is extremely frustrating in Broadwater County when, for instance, an agency simply yanks out a sign that's falling apart. We really have road markers directing motorists to pull over and look at an empty frame where there used to be a sign

Therefore, the Broadwater Heritage Council and The Townsend Area Chamber of Commerce, along with the Broadwater County Commissioners eagerly wish to work closely with MTRI to develop this new system in time for the expected wave of heritage tourists.

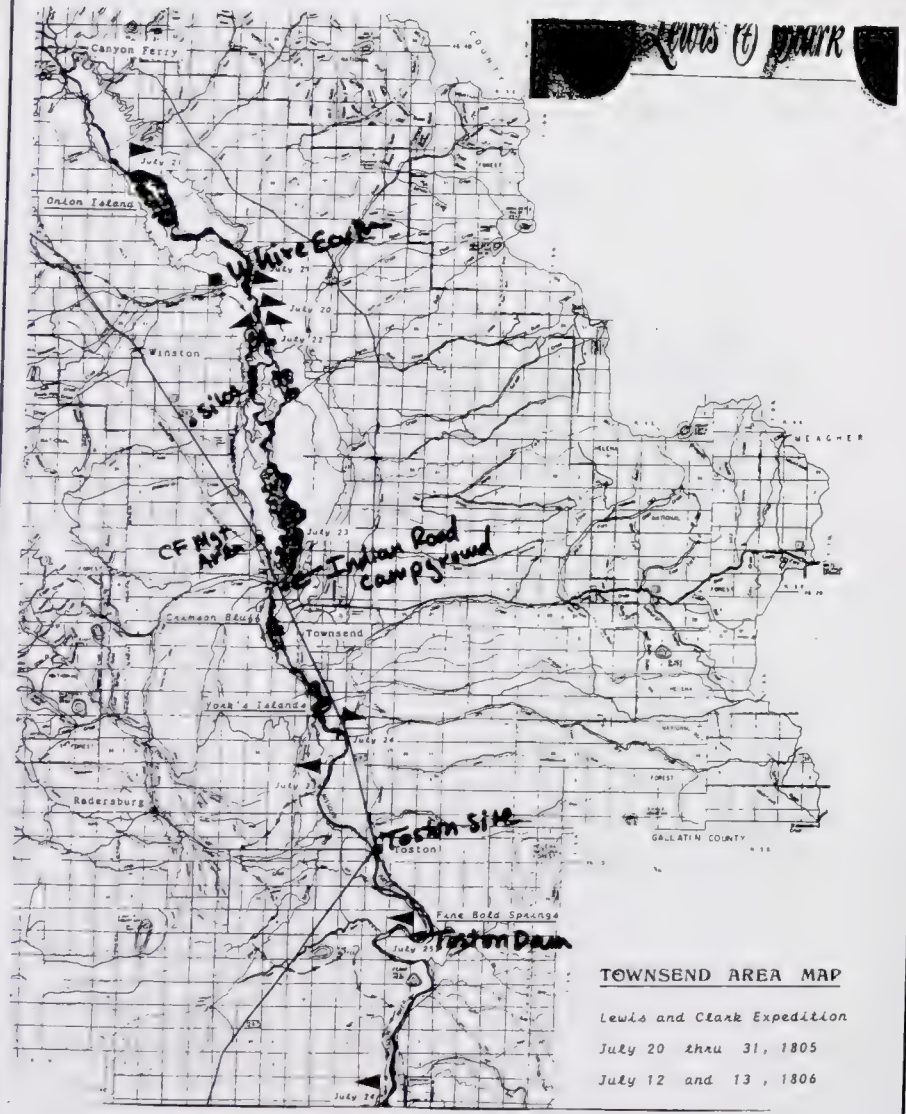
If you have any questions, please call me at The Townsend Star, 266-3333 or email tstarmt@mt.net anytime.

Thank you for the letter letting us know about the program.

Sincerely,

Jeff Stoffer
President
Townsend Area Chamber of Commerce

TOWNSEND AREA CHAMBER OF COMMERCE



Site 1: White Earth

This small bulletin board offers interesting information, if people can find it.

White Earth Campground is located approximately 5 miles east of Winston, on the shore of Canyon Ferry Reservoir. It is poorly signed from the intersection, with no direction or distance visible from the entry. Two small signs approaching the turnoff do indicate the direction, but a visitor could easily be confused, thinking the campground is at the Winston Bar.

Down the road, travelers must make two turns, neither of which indicates the direction to the campground. Once there, visitors will find a brand-new road which passes over a hill rather than circumnavigating it. New toilets have been installed there, as well as a new boat ramp in recent years.

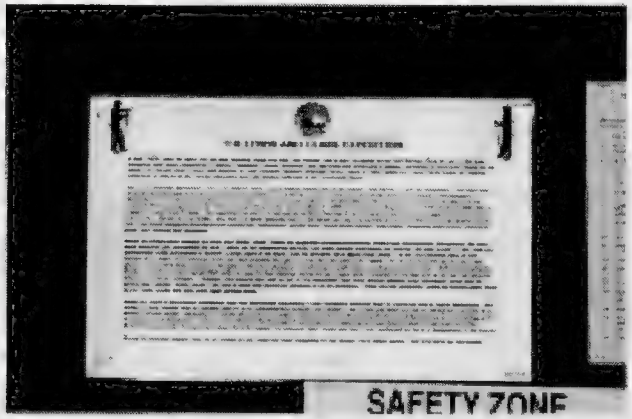
A small bulletin board stands in the campground. It offers rules and regulations and a small sheet of laminated paper which tells of Lewis and Clark's voyage through here. Especially important about this site is the fact that Sacajawea identified it as the land of her people, and White Earth was where they came to acquire paint. The type is small, but the information is excellent.

We believe White Earth is an extremely important Lewis and Clark site in the county and deserves an interpretive sign at the campground. There are many possible locations, including a knoll with a trail leading to it above the campground. From there, a panoramic view of the lake and the valley can be seen.

In addition to the passage from the journals, we believe the native geology — such as chert, which was used to shape tools by native cultures — should be interpreted. The limestone cliffs, prickly pear and even the "plague" of mosquitoes the explorers faced would be interesting for visitors to understand.

This is an extremely popular fishing spot on Canyon Ferry, both for ice anglers and boaters. An estimated 600,000 people visit Canyon Ferry each year, making it one of Montana's most popular recreation attractions.

TOWNSEND AREA CHAMBER OF COMMERCE



This small sheet of paper is all White earth has to interpret the Lewis and Clark Expedition

A trail already exists, leading to the top of a knoll overlooking the lake and the park. Perhaps an interpretive station at the top would be well-received

This sign along Highway 287/12 seems to indicate that White Earth is at the Winston Bar parking lot

TOWNSEND AREA CHAMBER OF COMMERCE

Site 2: Silos Area Pulloff

Near the turnoff to The Silos Recreation Area, a very old interpretive sign with outdated information has been blasted with a shotgun. Some of the information is incorrect, or at least it doesn't apply anymore.

We suggest replacing it with a two-sided information station, with silhouette art of the Big Belt Mountain range on the east-facing side and silhouette art of the Elkhorns on the west-facing side. We suggested panels to reflect on Lewis and Clark's descriptions of the mountains of the headwaters country, a brief history of the management of the National Forest on both sides, antelope, the old mine camps, and the Warm Springs fire of 1988 (the stands of which are still visible), Diamond City, and the A.B. Cook Ranch, which built the brick silos on the flat

This sign, located in a well-paved turnout along Highway 287/12, has seen better days

TOWNSEND AREA CHAMBER OF COMMERCE

Site 3: Wildlife Management Area

Here we have a designated pullout leading to an empty frame where there used to be a sign

About two miles north of Townsend on Highway 12/287, there's another well-marked, easily accessed pullout. It leads to an empty frame where there used to be a sign interpreting the Canyon Ferry Wildlife Management Area and Dust-Abatement Ponds. The U.S. Bureau of Reclamation has been in charge of the sign, and when it wore out, the agency simply removed it. Obviously, we want it replaced.

From this location, we wish to interpret the the town of Canton, which was flooded by Canyon Ferry Reservoir in 1954 and the Canton Church, which was recently placed on the National Register of Historic Places. We also would like to interpret the wildlife management area with a listing and artwork of the many species abundant there. The dust-abatement ponds are also interesting because they were installed to stop the heavy swirls of dust in the summer and have become a great waterfowl habitat. Also at this location, we wish to give visitors a "checkpoint" position showing the entire Lewis and Clark trail through Broadwater County, and identification of the likely campsites. Also important: a "you are here" sign.

This site is located on a hill and provides a stunning view of the lake's south end and the Big Belt Mountains.

Site 4: Indian Road Campground

Located one mile north of Townsend, the campground offers a sign, but it was installed sideways

Indian Road Campground has recently undergone major improvements, including the excavation and landscaping of a new kids' fishing pond. A nice new pathway encircles the pond, which is loaded with painted turtles. The turtles can often be found sunning themselves on logs in the newly rebuilt pond, which will be stocked with 1,500 westslope cutthroat trout this summer. The project was led by the Broadwater Stream and Lake Committee, with the MDFWP and BOR as partners.

Because of the pond and a popular boat ramp at the park, we believe this would be the best place for an interpretive kiosk, possibly with some kind of replicated structure or statue. We believe this would be a great place to interpet aquatic life forms of the area like the painted turtles, westslope cutthroat trout, and the Crimson Bluffs, which the explorers identified just upstream. Also, the Crimson Bluffs Chapter of the Heritage Trail Foundation is nearly finished working with the U.S. Geological Survey to have a large island in the Missouri River renamed York's Island, in honor of Clark's famous slave. William Clark so-named the island on the Corps' 1805 journey upstream.

TOWNSEND AREA CHAMBER OF COMMERCE

Site 5: Toston Fishing Access

Located at the old Toston Bridge, this popular fish access site and boat launch has no interpretive signs

No interpretive sign exists to acknowledge one of Montana Territory's most important early gold rush areas — the Crow Creek Valley. Radersburg and Toston are the two existing towns from that early time, and this fish-access site would be a good place to interpret the first wave of white settlers to the area. The old bridge is still in use and could be interpreted there, as well. We believe the Crow Creek Valley can be interpreted with a wooden sign which fits into the system. Lewis and Clark did explore the tributaries near here and those descriptions could be quoted. Also remnants of the old gold operations can be seen along the river near here.

The Toston Bridge is still in use

TOWNSEND AREA CHAMBER OF COMMERCE

Site 6: 'Little Gates of the Mountains'

This excellent interpretive sign is hard to find and unmarked from the highway Many locals don't even know it exists.

An outstanding park with great Lewis and Clark significance is located at the Toston Dam, about five miles southeast of Toston. An excellent park, with picnic tables, a boat ramp, outhouses, and shelters. The Toston Dam Recreation Site is unfortunately difficult to find. Visitors would be confused, having passed the Ray Doig Fishing Access and the dam itself before arriving there. It is past the dam employee parking lot. Signs leading travelers to this place are desperately needed. While the existing sign includes some valuable, accurate information, additional interpretation of "needle and thread grass" with a picture of the plant, and a discussion of the Big Springs and how it brought irrigation to the headwaters country in 1869 would be extremely interesting. We expect this to be a well-used facility in coming years because it is the gateway to some of the more remote river country in the region. Boaters and floaters will want to use this site, and we should give them a more complete interpretive experience.

Covered picnic shelters, fir rings, a boat ramp and gravel parking lot are featured at the hard-to-find Toston Dam Recreation Area

TOWNSEND AREA CHAMBER OF COMMERCE

Appendix

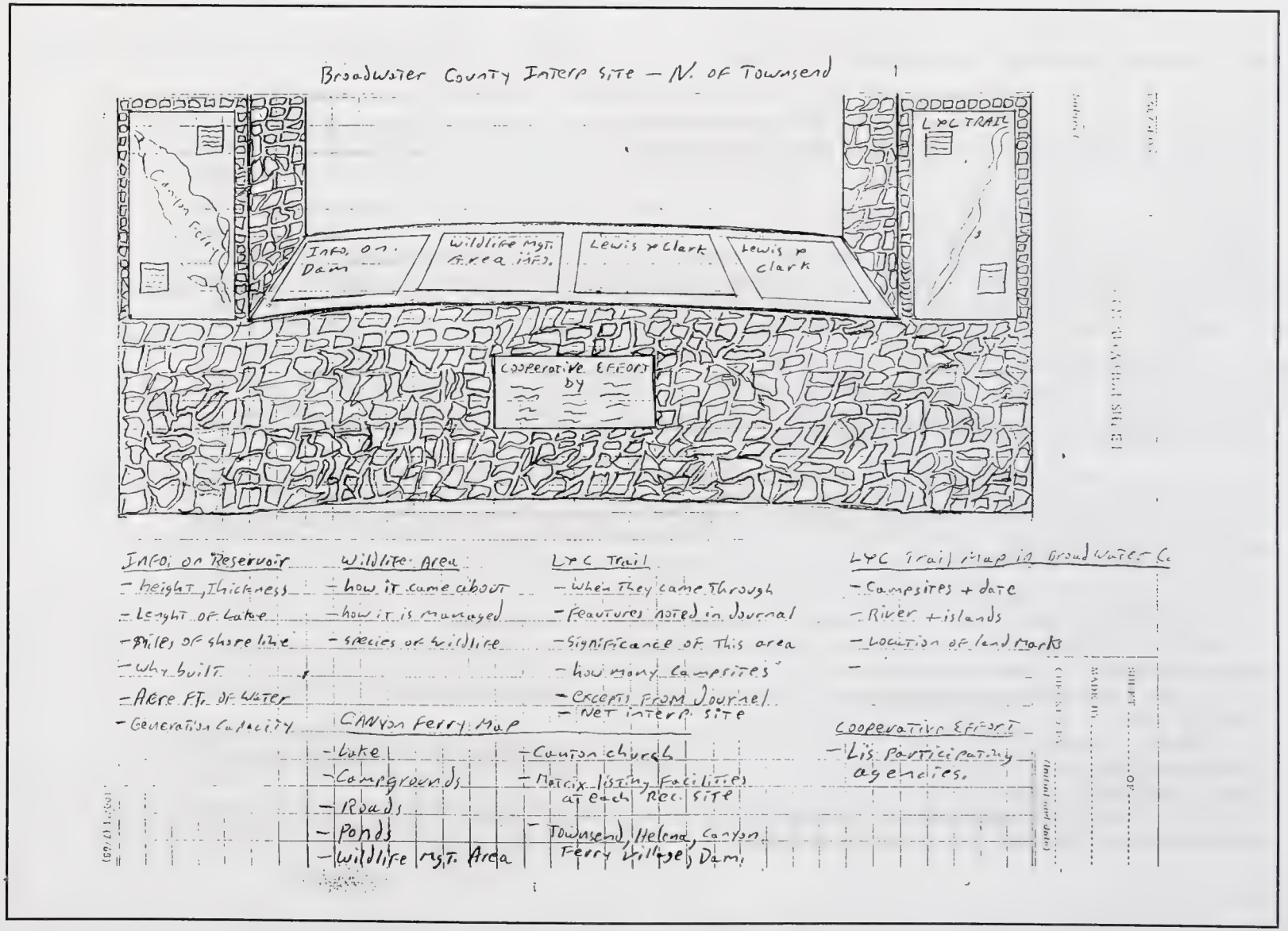
1. Townsend Star, April 29, 1999
2. Crimson Bluffs Chapter
   Lewis & Clark brochure
3. Drawings of possible
   interpretive stations by
   Chuck Neal, BLM

GOOD POINTS OF THE SITE

1) On bluff with good view of the Valley
2) Pull-out is paved.
3) Can see the lake, Wildlife area, Belt mtns.
4) Close to highway w/ good sight distances
5) Close to Town

Partners – Chamber, City, County, BLM, FS, BOR, FWP, DOT, Crimson Bluff Chapter

TOWNSEND AREA CHAMBER OF COMMERCE



HELENA NATIONAL FOREST

Helena National Forest
Lewis & Clark Bicentennial
Planning Strategy

The Planning Process
In June, 1998 a Lewis & Clark Bicentennial Strategy was adopted by the Northern Region. The Helena National Forest has developed this planning document as a tier to the Regional strategy. The Helena Strategy identifies specific landbased issues, needs, opportunities and actions that will be developed by the Helena National Forest to meet the goals and objectives of the L&C Bicentennial. The Forest has developed a planning team consisting of District and SO representatives. Team members also represent the Forest in community planning efforts.

The Route Across the Helena National Forest
A significant portion of the route that the Lewis and Clark Expedition took across Montana is managed by the Helena National Forest. T The Helena National Forest has divided the route and associated sites into three focus areas; **the Blackfoot River Valley, the Gates of the Mountains Corridor** and **the Townsend-Missouri River Valley.**

These areas are considered Primary Exploration Zones as identified in the Northern Region L&C Bicentennial Strategy. Primary Exploration Zones have the following characteristics: 1) The National Historic Trail is on National Forest land; 2) The Corps of Discovery travelled both directions in close proximity to each other and cross or are very near to National Forest land; and the discoveries and journal entries indicate a significant event occurred in this area.

▪

The focus areas contain the following resources worthy of protection;

- *The Lewis & Clark National Historic Trail);* Protection is required by law for this special designation.
- *Cultural sites and resources left from people before us.* Ignorance and overuse may cause a loss of these resources; once gone, they can never be replaced. These sites are protected by law.
- *Vegetation, meadows, wetlands, wildlife habitat.* They are fragile and easily destroyed, particularly high elevation sites; recovery is difficult and slow.
- *The landscape viewed by Lewis and Clark.* The portion of the Lewis and Clark Trail that crosses Lewis & Clark Pass is one of the few areas on the trans-continential route that still resembles what it looked like when the Corps made their journey -- rugged and undeveloped. Retaining that historic landscape character is important.
- *Traditional American Indian gathering areas.* Sites may still be used for gathering by tribal people today. This is part of their culture, and their rights must be protected.

HELENA NATIONAL FOREST

Goals for Managing the Lewis and Clark Trail: To protect the resources listed above, the Helena National Forest will accomplish the following goals for managing the Lewis and Clark Trail:

- Provide protection to the heritage resources of the route and associated sites; to place priority emphasis on the cultural significance of these resources.
- Provide a self-discovery experience for visitors.
- Provide on-site and off-site interpretation and information that balances and integrates all the historic events that have taken place along the route.
- Provide for recreational access consistent with the level of facilities that currently exist.
- Minimize changes from the existing conditions unless changes were needed to correct significant safety hazards, to protect heritage resources, or to rehabilitate damage from past activities.

FOREST L&C BICENTENNIAL FOCUS AREAS: Management emphasis, issues and potential partners have been identified for each focus area.

A. BLACKFOOT RIVER VALLEY:
The Blackfoot River area has been occupied by Native American Indians for at least 10,000 years. It is believed that most of the use of this area consisted of summertime hunting camps and as a travelway between the Great Plains and lands to the west of the Continential DIvide. This latter use was well-documented in historic times, when a portion of the Corps of Discovery under the leadership of Meriwether Lewis traveled through the Blackfoot Valley and crossed the Divide at the head of Alice Creek on their return trip. They had learned of this route from the Nez Perce of Idaho, who traveled it to the Upper Missouri River basin in order to hunt buffalo. The Nez Perce name for the Blackfoot River is *Cokahalishkit*, which means "river of the road to the buffalo".

The primary highway travel route is Highway 12 that follows the Blackfoot River, through the small community of Lincoln and continues up and over the Continental Divide over Rogers Pass. Lewis and Clark Pass is the next pass north of the main travel way.

Management Emphasis:
- The route and signficifacnt sites located through the Blackfoot River Valley will be surveyed and managed for its prehistoric and historic values.
- A variety of on and off-site interpretive and experience opportunities will be delivered.
- All aspects of planning and project implementation will include community outreach and involvement.

HELENA NATIONAL FOREST

1. Heritage:
develop historic preservation plan (HPP)
preservation of travois tracks/camps, etc.
develop full understanding of what the bigger heritage picture
identify trail (GPS, inventory) (pvt/public land)
record heritage archeological sites
testing and mitigation (excavation if necessary)
Salish/Blackfeet consultation
SHPO concurrence/partnership
acknowledge L&C Pass as the "Road to the Buffalo"- it was an indian trail long before
document and photograph segments of trail on private property.
Aspen Campground: what is the heritage significance?
Need to be involved as a partner with BLM in interpretive efforts.
Alice Creek (L&C Pass) focus: currently managed as a semi-primitive, motorized area;
need to maintain the sensitivity, displace the impacts.

2. Facilities:
CDNST
enhance visitor experience/protection of resources
easements/ROW and L&C Pass
Alice Creek trailhead (maintenance)
Alice Creek drift fence and gate (resource protection)
Alice Creek vegetation management: prescribed burning, range (propose at least 1 year of non-use grazing)
Aspen and Copper Creek Campgrounds; maintenance, can anticipate increaesd use. (CIP package)
Cummings Cabin; defferred maintenance

3. Interpretation/Education:
messages need to be historically accurate: prehistoric-historic(indian trail, L&C Expedition, Stevens, Gibbons)
visitor information; on-site and off-site
tell the L&C story at the Blackfoot Historical Park, district office, Chamber of Commerce
Aspen Campground interpretive sign
Rogers Pass interpretive sign
replacement of existing interpretive signs

4. Partners:
involve local partners with heritage concerns and inventory.
BLM
Salish and Blackfoot Tribes
L&C County Bicentennial Trail Commission
Upper Blackfoot Valley Historical Society
Lincoln schools
Highway Department
Montana State Parks & Wildlife Interpretive Association
Montana Fish Wildlife and Parks (MFWP)
Helena Foreset Foundation
Montana Wilderness Association (Great Divide Chapter)

5. Issues to be addressed:
possible need for LEO patrolling along the trail where there are sensitive heritage sites.
Oil and gas/minerals exploration and development
Grizzly bear; spring range #1 recovery zone.
CDNST
county road to trailhead
Lincoln fiberoptic cable
grazing allotment
Salish aboriginal territory (treaty)

HELENA NATIONAL FOREST

Public land ROW, land easements, potential for adding to the trail;
trailhead to Scapegoat wilderness
high dispersed recreation area- hunting
potential for displacement of dispersed recreation use
outfitter/guide use; dayuse and hunting
potential for new outfitter guide use
possible vegetation treatment (reference Blackfoot LA)
high archeological sensitivity in the area
may need to consider a large group use permits

B. GATES OF THE MOUNTAINS

Two sons of the Chevalier Vendrye, the French explorer, passed through the area known as the Gates of the Mountains, as early as 1742, and were probably the first white men to gaze upon its precipices. However it was Meriwether Lewis who was responsible for naming the landmark and was the first to leave a record of his passage..*"from the singular appearance of this place I called it the gates of the mountains."* The Gates of the Mountains, as it is known today, is one of the most widely recognized landmarks of the Lewis and Clark Expedition.

Lewis and his crew entered the vicinity of the Helena Forest on July 19, 1805. At this time Captain Clark, and a few men struck away from the main party for overland exploration. Clark's own mapping of his route generally followed the Little Prickly Pear (Ordway's Creek), returned to the river near the Hilger Ranch, and then ascended Prickly Pear Creek (Pryor's Creek) into the Helena Valley.

The following is a listing of the campsites of the main expedition of this leg of the journey;

July 18- near present Holter Dam
July 19- in the Gates of the Mountains
July 20- near Lake Hauser, about 12 miles NE of Helena

Recreation activities in the Gates of the Mountains are currently focused on river recreation between the three resevoir lakes of Holter, Hauser, and Canyon Ferry Lake. Facilities are provided by the Corps of Engineers, Bureau of Land Managmenet, the Forest Service and private operations. The primary Lewis and Clark activity centers around commercial and private boat tours that launch from the Gates of the Mountains access to the river.

Management Emphasis:

- The Forest will provide for a consistent presence in the Gates corridor by highlighting the recreation experience, managing the recreation use, placement and limitations.
- Interpretation and Education efforts will be designed and enhanced to "bring it all together", by providing a more conclusive interpretive story; L&C Expedition, wildlife, management uses and provides a tie to the L&C Interpretive Center.

HELENA NATIONAL FOREST

- All aspects of planning and project implementation will include community outreach and involvement.

1. Heritage:
Information needs to be packaged; ie. rock art recordings, autograph panel near the cabin.
What is the significance of the site to the L&C Expedition? Resolve the L&C campsite location issue.
Need to gather a holistic look at prehistory to history of the area.
What is the overall picture of the area?
Focus on the "Great North Trail" iceage corridor.

2. Facilities:
(Coulter CG, Meriwether Picnic Area, trailheads, dispersed recreation sites)
given increase in boating use (Club and pvt) ?????
need to provide for consistent signing
placement of recreation guard at Meriwether Picnic Area
replacement of boat docks
CIP pavilion
trail maintenance
Meriwether Cabin; improvements, maintenance
decrease disperse recreation site opportunities; possible closure of some sites along the river.
trailheads/trails; promote trails as a way to access Missouri River?
Promotion of the overland L&C trail experience.
Coulter CG, possible fee demo site?
Mann Gulch/Meriwether Canyon trail maintenance

3. Interpretation/Education:
Forest work with Boat Club in the message they give to the public.
FS interpreter on boat.
Coordinate interpretation with Corridor partners (BLM, Boat Club, etc.)
Visitor information packaging of the stories.
Significance: Gates is the first place the L&C Trail hits Forest land in Montana.
Tell the resource story: wildlife, habitat, geology (landscape types)
Forest Placenames related to the L&C
Campfire talks at Coulter CG; interp story about expedition member Coulter at Campground.
Expedition story through the Gates, reference the journals.
Comprehensive site interpretation and sign plan needed at Meriwether.
Hosted Hikes
Canyon Ferry power story

4. Partners:
BLM (lower Holter Lake)
Gates Boat Club, Gates of the Mountains INC.
Salish Tribe
L&C County Bicentennial Trail Commission: Gates of the Mountains Chapter
MT Historical Museum
Montana State Parks & Wildlife Interpretive Association (MSPWIA)
Montana Fish Wildlife and Parks (MFWP)
Holter Museum of Art (AFC program)
Helena Foreset Foundation

5. Issues to be addressed:
Boat Club:
Interpretive message is not neccessarily accurate/poor wildlife viewing ethics. Potential for FS boat interpreter.

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Special Use Permit currently covers O&M at Meriwether and Coulter. Fee demo opportunity.

Boat Club Interpretive Pavilion: exhibit accuracy, design, consistency, Mann Gulch story.

cultivate relationship with Gates. There needs to be a one-point contact person between Gates and Forest (District)

Use:

What is the amount of use that can be accomodated within the Corridor and maintain the desired experience? Need to gather use data and possible closure.

American Bar: not much we can do with this private land development. Concern over visuals.

Gates Wilderness:

need to anticipate increase in use.

need more of a FS presence

Missouri River:

Does it have a W&S designation? Why isn't the river part of the LCNHT?

FERC issue: relicensing, BLM coordination, opportunity for funding.

Forest needs to be more involved- use this as a push.

C. TOWNSEND- MISSOURI RIVER VALLEY

The passage of the river from the Gates of the Mountains to the three forks includes this section. The upriver passage in the Helena vicinity was maddeningly slow. Finally on July 22, Sacagawea recognized a landmark east of present day Winston, Montana, In her youth, her people had visited some white clay banks in this area near the mouth of Beaver Creek to gather the clay for pigment.

The following is a listing of the campsites of the main expedition of this leg of the journey;

July 21- near Canyon Ferry (just above the damsite)
July 22- 2 3/4 miles above Beaver Creek
July 23- below Bedford, on an island.
July 24- near Dry Creek, south of Townsend.

Clark's overland journey route parallelled the west shore of the river from Beaver Creek to beyond Tostson.

Management Emphasis:

- All aspects of planning and project implementation will include community outreach and involvement.

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- The focus area will be promoted as an area to experience the river

very limited on-site Forest management activities.

- Both on and off-site interpretive and experience opportunities; highway signing, fishing access sites; community centers.
- Community outreach and involvement: Community Lead to take lead. HNF keep them informed of opportunities; coordinated effort between FS, MFWP and community/county organizations and individuals.

1. Heritage:
Message: "Don't forget this part of the journey."
River provides "experience" more historical than Canyon Ferry down river. South end of Canyon Ferry to Three Forks is more of a historical journey.
along corridor of the Great Bear and L&C Interpretive Center

2. Facilities:
traveling display: prehistoric component; Forest-wide and communities

3. Interpretation/Education:
significance of this part of the Expedition
Frontliners need good information for good customer service

4. Partners:
Montana State Parks & Wildlife Interpretive Association Montana
Fish Wildlife and Parks (MFWP)
Helena Foreset Foundation
Broadwater County
LCNHT Foundation: Crimson Bluffs Chapter
Townsend and Toston Community groups
Townsend schools
Broadwater County Museum

5. Issues to be addressed:
Assist communities in
theme and sign development
community organization (RCA grants)
promotion of river floats
traveling exhibits- represent the communtiy
encourage communities to involve tribal representation
encourage lasting legacy's
developing "whole picture" approach
Speakers Bureau
Broadwater County Museum
foster communities ideas and activities
How can we compliment their activities?

CATEGORIES OF WORK: To meet Bicentennial objectives, the Northern Region L&C Bicentennial Strategy has suggested that actions fall within categories of work. The Helena National Forest will address issues, planning and management activities under the following categories of work.

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Category Of Work	1998 Accomplishments	1999 Planning	2000 Planning and implementation	2001 Implementation	2002 Implementation	2003-2006 Commeration	2007 Clean-up Restoration
Organize Communications and Planning Network	1.Forest Representative designated to R1 team. 2. District representatives appointend to serve on Forest team.	1. Develop forest-wide Communications Plan	Specific communiation actions implemented.	Specific communiation actions implemented.	Specific communiation actions implemented.	Specific communiation actions implemented.	Specific communiation actions implemented
Involve Other Agencies and Tribal Involvement	1. Est. contacts with local community groups, state and federal agencies (MTRI)	1. Develop strategy for tribal inolvement. 2. Initiate involvement through HPP process	Involvement as appropriate Solicit involvement in interpretion and recreation planing.	Involvement as appropriate	Involvement as appropriate	Involvement as appropriate	Involvement as appropriate
Develop Funding Sources	1. grant writing training. 2. Prepared proposals for R1 Partnership Grant Program. 3. County received RCA grant.	1. Develop forest-wide grant strategy. 2. Identify projects for grant submittal. 3. Submit 2-3 project proposals.	1. Grant proposals continued.	Grant management.	Grant management.	Grant management.	Grant management.

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Build Partnerships and Community Involvement	1. Forest rep in L&C county commission efforts. 2. Forest representation with forming new LCNHT Foundation chapters. (Helena, Townsend & Lincoln)	1. Outreach activities continued. 2. Involve partners in all aspects of planning and project development.	1. Outreach activities continued 2. Involve partners in all aspects of planning and project development.	1. Outreach activities continued 2. Involve partners in project implementation.	1. Outreach activities continued. 2. Involve partners in project implementation.	1. Outreach activities continued. 2. Involve partners in restoration efforts.

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Improve Facilities and Interpretation • Recreatuion Facil-oities Plan. • Road Maintenance Plan. • Interpretation and Ed. Plan	1. Assist County in developing L&C brochure. 2. Assist County in speaker's bu-rearu. 3. Incorporate recreation facility needs into CIP program.	1. Completion of heritage preser-vation protection plan will result in list of manage-ment activities for facilities im-provements. 2. Develop recre-ation manage-ment opportuni-ties in the HPP. 3. Develop inter-pretive and edu-cation plans fol-lowing the completion of HPP.	1. Develop a road mainte-nance and sign plan. 2. Implement recreation projects iden-tified in the HPP. 3. Implement heritage pro-tection activi-ties identified in the HPP. 4. Implement interpretation and education activities.	1. Implement road mainte-nance and sign activities. 2. Implement recreation projects identi-fied in the HPP. 3. Implement heritage pro-tection activi-ties identified in the HPP. 4. Implement interpretation and education activities.	1. Implement road mainte-nance and sign activi-ties. 2. Implement recreation projects iden-tified in the HPP. 3. Implement heritage pro-tection activi-ties identified in the HPP. 4. Implement interpretation and education activities.	1. Implement road mainte-nance and sign activi-ties. 2. Implement recreation projects iden-tified in the HPP. 3. Implement heritage pro-tection activi-ties identified in the HPP. 4. Implement interpretation and education activities.	Monitoring and restora-tion.
Protect and En-hance Cultural Re-sources and Knowl-edge • Historic Preserva-tion Plan (HPP)		1. Develop HPP: survey, com-munity & tribal involvement, project and monitoring iden-tification.	1. Implement actions identi-fied in HPP 2. Monitoring	1. Implement actions identi-fied in HPP 2. Monitoring	1. Implement actions identi-fied in HPP 2. Monitoring	1. Implement actions identi-fied in HPP 2. Monitoring	1. Imple-ment actions identified in HPP 2. Monitor-ing

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Prepare for Bicentennial Activities and Use • Regulation, Enforcement and Monitoring • Employee Training	1.Forest and Community Planning initiated.	1. HPP will include management activities and mitigation. 2.Employee trainings.	1. LEO Plan 2. Employee-trainings. 3. Recreation use monitoring	1. Monitoring 2. Employee-trainings. 3. Monitoring	1. Monitoring 2. Employee-trainings. 3. Monitoring	1. On-site host training 2. Employee-trainings. 3. Monitoring	1. Monitoring

HELENA NATIONAL FOREST

Emphasis	Project	Cost	Years	Priority Level *
Forest-wide	Community Coordination	$5,000/yr	1996-2006	High-1
	L&C Historic Preservation Plan	$5,000	1999	High-1
	L&C Interpretive Plan	$5,000	1999	High-1
	Conservation Education Programs	$10,000/year	2003-2006	High-1
	Winter Lecture Series	$3,000	1999	Med. -2
	Rural Community Assistance Programs	$50,000	1999-2003	High- 2
Blackfoot River Valley	Lewis and Clark on the Helena/ Brochure	$2,000	2000	High -1
	Lewis and Clark Pass- Trail Signing	$10,000	2000	High -1
	Lewis and Clark/Highway Route Signing	$2,000	2000	High -2
	Lincoln RD signing and P Pine interp. sign	$10,000	2002	High -3
	Interagency Interp/Blackfoot Corridor	$20,000	2002	Med. -2
	Cummings Cabin and Aspen Campground Facility Enhancement/Interp.	$25,000	2000	High -1
	Trailhead Improvement/L&C Pass	$10,000	2002	High -1
	Alice Creek-L&C Pass/Wayside Exhibit	$6,000	20022	High -1
	Lewis & Clark Pass Trail Reconstruction	$10,000	2003	High -1
	On Site Hosts	$10,000	2005-2006	High -1
	Alice Creek Road Maintenance	$5,000	2005-2006	High -1
	Trail Maintenance	$10,000	2005-2006	High -1
	Cleanup/Restoration	$5,000	2007	High -1
	Roger's Pass Interpretation and trailhead signing		2001	High-1
Gates of the Mtns.	Holter Lake Recreation Area/Interp. Brochure	$3,000	1998	High-2
	Gates of the Mtn. Boat Club Pavilion/Wayside Exhibit	$20,000	2000	Med. -2

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	Meriwether Picnic Area/Wayside Exhibit and facility signs	$20,000	2000	High-1
	Meriwether Picnic Area Docks and signs	$80,000	1999	High -1
	Meriwether Picnic Area Pavilion	$87,000	1999	High -1
	Traveling Display for Helena RD & S.O. and Community	$5,000	2002	Med. -2
	Coulter Campground/Wayside Exhibit	$20,000	2002	High-1
	On Site Hosts	$10,000/yr.	2004-2006	High -1
	Clean-up Restoration	$5,000	2007	High -1
Townsend-Missouri River Valley	Big Belt Mtns. Overlook/Wayside Exhibit	$15,500	2002	Low -3
	Devil's Elbow Recreation Area/Wayside Exhibit	$25,000	2002	Med. - 2
	Townsend Ranger District Office	$5,000	2002	Med. -2

Helena Forest Criteria Ratings

Criteria 1: Projects and specific sites that have a physical, land-based tie to the L&C Expedition. Projects include interpretation, site development (facilities), provide for resource protection, public safety and tribal involvement.

Criteria 1 projects are considered HIGH in priority.

HELENA NATIONAL FOREST

Criteria 2: Projects that have a tie into broader inter-agency efforts. These projects lend themselves to partnership opportunities, community outreach and enhance the visitor's overall experience in the area. These projects are located both on and off forest within the general vicinity of the Lewis & Clark Trail.

Criteria 2 projects are considered MEDIUM in priority.

Criteria 3: Projects that are tied to the existing placement of facilities. These are projects that lend themselves to telling the L&C story because a facility already exists, in the general vicinity. These are facilities that will be popular and can anticipate increased use associated with the Bicentennial.

Criteria 3 projects are considered MEDIUM to LOW in priority.

* Most of the projects submitted for the Helena National Forest arehigh focus areas that are high in value and have a direct relation to the Bicentennial. These projects and improvements have been identified to accomodate and enhance current and a foreseeable increase of uses.

MISSOURI RIVER COUNTRY LEWIS & CLARK COMMITTEE

TO: Sarah Lawlor
MTRI Coordinator

FROM: Missouri River Country
Lewis & Clark Committee

We received your request for information regarding Lewis and Clark interpretive signing in our area. Thank you for this opportunity to participate in the state sign plan.

The Lewis and Clark Interpretive Overlook project at Fort Peck Dam was completed in 1998. This was a cooperative project between Missouri River Country, U.S. Army Corps of Engineers, National Park Service, Montana Dept. of Fish, Wildlife, and Parks, and the Glasgow Chamber of Commerce & Agriculture. Pictures of this project are enclosed. The largest interpretive sign includes a map of Lewis & Clark's journey through Missouri River Country and significant finds in this area. A duplicate of this is also displayed on a kiosk at the Pines Recreation Area on Fort Peck Lake.

Other than the Overlook, which is located on Highway 24 on the west end of Fort Peck Dam, Lewis and Clark interpretive signage is severely lacking in Missouri River Country, which encompasses the 8 northeast counties in Montana. The Lewis and Clark Trail begins in Missouri River Country and travels through 6 counties....yet there is only one interpretive sign along the route.

We believe a prime location for signage would be at the Missouri River Bridge just south of Culbertson. Montana Dept. of Fish, Wildlife, and Parks has plans to put a fishing access site here during the summer of 1999 and through Missouri River Country we have verbal approval to place a L & C Interpretive Sign there. This is the first public access point as you enter Montana from the east. Suggestions of what the signage could include are "first impressions" of what is now Montana as recorded in the journals and other interpretive L & C sites to view in Missouri River Country and the state.

There has been some discussion on our committee about a sign in the parking lot of the Fort Union Historical Site. The parking lot is in Montana although Fort Union is in North Dakota. An effort should be made to determine what L & C signage is in place at Fort Union and whether further interpretation at the Parking Lot is necessary.

Another excellent location for interpretive signage would be Sidney. This could interpret highlights of Clark's return trip along that area of the Yellowstone River. This would be a likely place for signage for those who would visit Fort Union and then take Hwy 16 through Sidney to travel on I94.

Montana Fish, Wildlife & Parks has recently purchased a fishing access site south of Wolf Point adjacent to where Mt Highway 13 crosses the Missouri River. This would be a very accessible place for Lewis and Clark interpretive signage. It is approximately 50 miles west of the Culbertson Bridge primary site noted above and 50 miles east of the Fort Peck Interpretive Overlook.

Hell Creek State Park is near the campsites of May 13th and 14-15th. This is where they had to camp an extra day to dry out the papers that were nearly lost along with medications and navigational tools when the pirogue nearly overturned. This State Park has campsites, picnic areas, boat ramp, and gas and convenience store and would be a great location for interpretive signage. The access road to Hell Creek has been recently upgraded which should increase visitation to this state park, which is the only one in Missouri River Country. Also, enclosed is a letter from the Garfield Country Chamber of Commerce and Agriculture, which expresses an interest in cooperating on a sign at the outskirts of Jordan on Hwy 200.

Other public access sites that are along the trail and on the CMR would include Bone Trail, Fourchette Trail, Devils Creek, and Crooked Creek. These areas may be more remote but would certainly lend themselves well to signage. The recent improvements to the access road into Crooked Creek and the facilities there will increase visitation and is the most available access to the lake from larger population centers like Billings and Lewistown.

At the far western end of Missouri River Country is the James Kipp Recreation Area. We believe the BLM has plans for interpretive signage at this site and would certainly support this as needed signage to be included in the state plan.

If you have any questions regarding this, please contact Rene Stoll, Executive Secretary, Missouri River Country 406-653-1319.

CRAZY MOUNTAIN MUSEUM

CRAZY MOUNTAIN MUSEUM P.O. Box 83 • Big Timber, MT 59011

Preserving our pioneer spirit

May 7, 1999

Montana Historical Society
Attn. Ellen Baumler
PO Box 201202
Helena MT 59620-1202

Dear Ms. Baumler:

Last month I had written you a letter about a Lewis and Clark marker in Big Timber. At the time I was unaware of the exact location of this marker, but have since discovered it is in the city park at the end of McLeod Street in Big Timber. It was moved from its original location to the park some years ago.

Sincerely,

Bev Josephson

Bev Josephson
Curator

April 10, 1999

Montana Historical Society
Attn. Ellen Baumler
PO Box 201202
Helena, MT 59620-1202

Dear Ms. Baumler:

This is in response to your recent letter requesting information on Lewis and Clark markers. I am enclosing copies of newspaper clippings and photos from the archives of the Crazy Mountain Museum in Big Timber.

I am aware of the area where this marker must be (if it still exists), "near the Boulder River Bridge on old Highway 10 on the east side of Big Timber." However, I do not know if the current bridge is the same bridge as in 1946 or if the current highway is the same as old Highway 10. The Timberline Sawmill is currently on the west side of the Boulder River near the bridge, and Margaret Huffman of 4915 SW 38th Pl, Portland, OR, 97221, (winter) and Box 1217, Big Timber, (summer), owns the property on the east side of the river near the current bridge.

I have been in Big Timber since 1964 and have not heard anything about the marker other than the enclosed information. I also drive across the bridge frequently and have never noticed a turn-out for viewing the marker.

Sincerely,

Bev Josephson

Bev Josephson
Curator
CRAZY MOUNTAIN MUSEUM
BOX 83
BIG TIMBER MT 59011

GREATER YELLOWSTONE

Part 1

FROM: Ebaumler / Internet
DDT1=RFC-822; DDV1=Ebaumler@state.mt.us;

TO: Daniel Mattson / r6pnw, colville

Part 2

ARPA MESSAGE HEADER

Part 3

Hi Daniel -

I received a letter from a guy at West Yellowstone in response to our query re: the inventory.

He makes several good suggestions about places where some interpretation is needed:

2 of the 3 rivers that form the headwaters of the Missouri originate in Yellowstone Park. Altho L&C never really visited the Greater Yellowstone area, they had a profound influence indicated by place names in the area and they were instrumental in opening the area to trapping which led to western migration. etc.

On US191, 6 miles north of W. Yellowstone, where the hiway crosses the Madison River is an ideal place for interpretation. Also US191 approx. 26 miles north of W.Yellowstone at Fawn Pass trailhead in Yellowstone Park (just north of the Park, if necessary), near the headwaters of the Gallatin River. Both areas have turn off appropriate for signage. The writer urges that we convince Park officials to provide some interpretation within the Park. There seems to be no interpretation mentioning the naming of these rivers by L&C. The writer feels that this is a serious oversight in L & C Interpretation. I agree.

The writer goes on to say that Park tourists are an ideal captive audience for L&C interpretation, and provide us with an essential opportunity to educate the public re: L&C and their far-reaching influence.

I will give you a copy of the letter when we meet on the 1st, but I thought perhaps you could use a synopsis.

Looking forward to seeing you in Helena!

Ellen

ALONG ROUTE 327

Lawlor, Sarah

From: FOUS_Superintendent@nps.gov
Sent: Tuesday, February 09, 1999 8:22 AM
To: SLawlor@state.mt.us; kprill@mt.blm.gov
Cc: Randy_Kane@nps.gov; THRO_Superintendent@nps.gov
Subject: Lewis and Clark Signs

Sarah,

I received your message concerning signs from Tony Schetzsle at Grant Kohrs Ranch. I am at Fort Union Trading Post National Historic Site, on the Missouri River at the Montana and North Dakota border

While this is the location that Lewis and Clark entered Montana, there are no interpretive signs, beyond the one in our parking lot. Montana DOT and Roosevelt County are going to rebuild Secondary Route #327 this summer, which runs from Fort Union to Bainville MT. Now seems like a very opportune time to develop interpretive signs along this route. The Missouri River is very close to the river in places along the road and it is a scenic drive. The BLM has also expressed interest in designating this route as Scenic Byway and might participate in sign development

Ultimately we would like to see this road paved

There might be some locations of interest, along the Yellowstone River in this area also check it out

We would be very interested in helping to design and place signs in the eastern most part of the state

Andy Banta
Superintendent

APPENDIX IV
Theme Opportunities in the Landscape

The journals of the Expedition provide glimpses into the world through which Lewis and Clark traveled.

In the following maps and tables, some of these potential theme possibilities are explored and tied to the landscape.

A number of these are then chosen for development into storyline examples from which interpretive sign text could be distilled.

Some good locations for interstate interpretation

	Locations Links	Tourism Country	Regional Theme	Opportunity
A	Shelby Exit #209 off I 15	Russell	Lewis Through Blackfoot Country	Entrance Farthest Point West to Vaughn (US 2) Byway
B	Ulm Exit #270 off I 15	Russell	Struggle on the Missouri	Entrance to Ulm - Wolf Creek Byway (I 15 Frontage Road); Ulm Pishkun Bison Jump State Park
C	Gates of the Mountains Exit #209 off I 15	Gold West	Struggle on the Missouri	Access to Missouri River, Gates of the Mountains canyon
D	Missoula Exit off of I 90	Glacier	Lewis and Clark Through the Bitterroot	Entrance Bitterroot Valley (US 93), Lolo Trail (US 12) a Blackfoot River Corridor (MT 200)
E	Bozeman Exit off of I 90	Yellowstone	Clark Down the Yellowstone	
F	Hathaway Rest Area Off I 94	Custer	Clark Down the Yellowstone	Viewpoint
G	Glendive Off I 94	Custer	Clark Down the Yellowstone	

SOME GOOD LOCATIONS FOR HIGHWAY INTERPRETATION

	Wayside Interpretive Site Locations	Road Segment	Tourism Country
1	Confluence of Milk and Porcupine creeks	US 2 Bainville to Glasgow	Missouri
2	Judith Landing	Secondary 236: Big Sandy to Winifred	Russell
3	Two Medicine River	US 89: Vaughn to Browning	Russell, Glacier
4	Monture Fishing Access Site	MT 200: Blackfoot to Simms	Glacier, Russell
5	Pelican Island Fishing Access Site	I 15 Frontage Road: Ulm to Wolf Creek	Gold West
6	Augusta	MT 21: Augusta to Vaughn	Russell
7	Toston	US 287: Helena to Three Forks	Gold West
8	La Hood	MT 2: Three Forks to Whitehall	Gold West
9	5 miles N of Twin Bridges: Immediately S of existing L&C site	MT 41: Whitehall to Dillon	Gold West
10	Clark's Lookout	Road 311 off MT 41: Whitehall to Dillon	Gold West
11	Big Hole Pass and/or Badger Pass (looking west)	Road 43 & 278: Lost Pass to Wisdom to Dillon	Gold West
12	Hannon Memorial Fishing Access Site	US 93: Bitterroot Valley	Glacier
13	Howard Creek	US 12: Lolo to Lolo Pass	Glacier
14	Powder River Crossing	Hwy 10: 17 mile segment from Terry back to I 94	Custer

Some good vista house opportunities

	Location	Region	Access	Regional Theme	View
1	Fort Union	Custer	Secondary 327	Clark Down the Yellowstone	Yellowstone, Missouri confluence from a highpoint NW of fort
2	Missouri Breaks High Point	Missouri	Knox Ridge Road	Struggle on the Missouri	Lower Missouri River; Missouri Breaks; Little Rocky Mountains
3	Decision Point	Russell	US 87	Struggle on the Missouri	Missouri-Marias confluence; north up Marias River Canyon
4	Farthest Point West	Glacier	US 2	Lewis through Blackfoot Country	Rollings hills to Rocky Mountains; Upper Marias River drainage
5	East of Rogers Pass	Russell	MT 200	Lewis through Blackfoot Country	Prairie from Sun River to Square Butte; Missouri River valley; mountains to the west
6	Lemhi Pass	Glacier	Road 300	Lewis and Clark through the Bitterroots	
7	Big Hole Pass	Gold West	Secondary 278	To the Headwaters	Three Forks confluence area
8	Headwaters State Park	Gold West	Secondary 286	To the Headwaters	Three Forks confluence area
9	Custer Rest Area	Custer	I 94	Clark Down the Yellowstone	Middle Yellowstone River valley

Some backroad opportunities

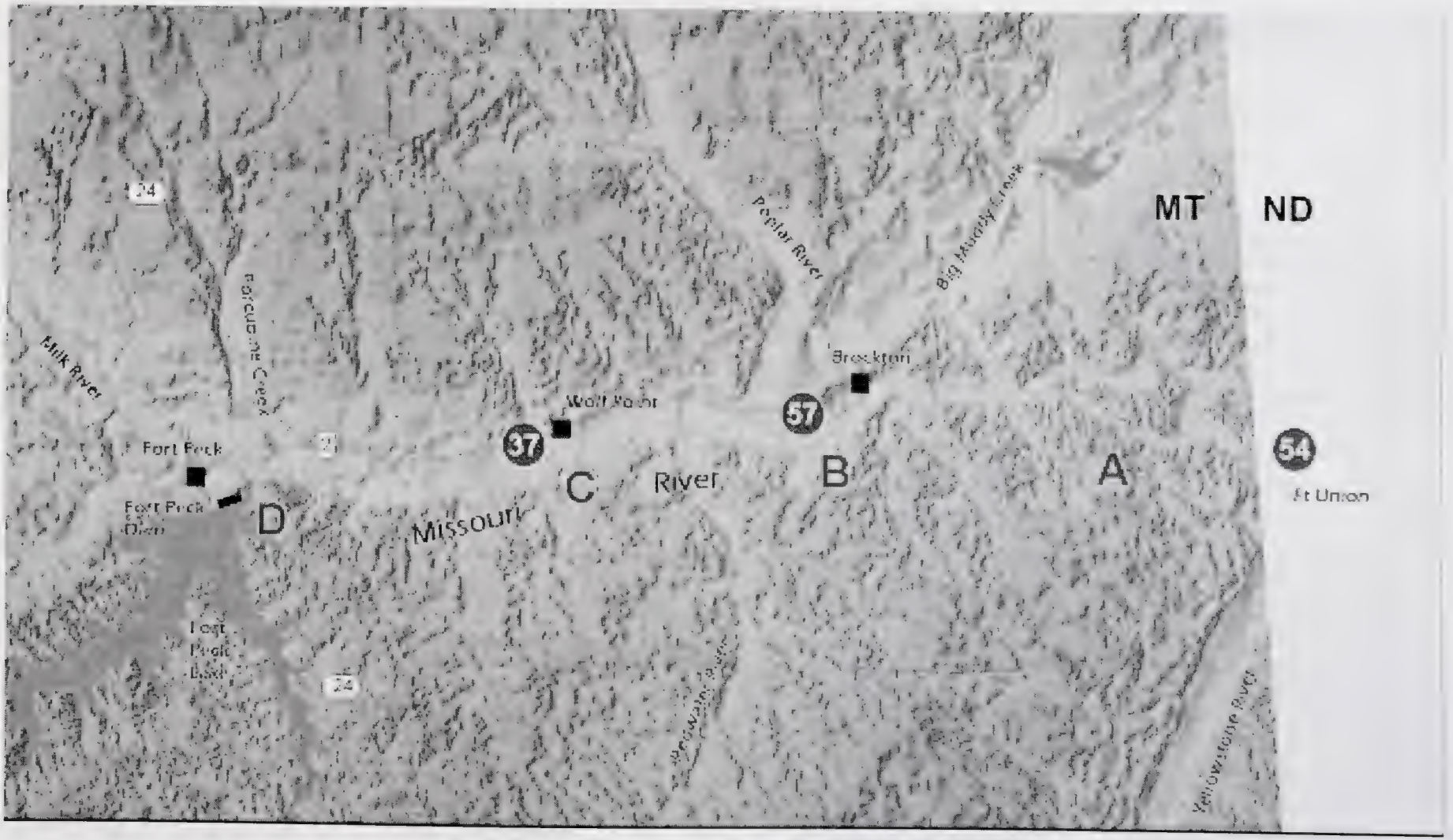
	Location	Tourism Country	Theme
Ⓐ	**Lower Missouri** (southside of river from Wolf Point to Ft. Peck: MT 13 to MT 24)	Missouri	Struggle on the Missouri
Ⓑ	**Missouri Breaks Backcountry Byway** (east of Winifred)	Missouri	Struggle on the Missouri
Ⓒ	**Mirias River Canyon** (off US 87 near Loma)	Russell	Lewis Through Blackfoot Country
Ⓓ	**Blackfoot River Recreation Corridor** (9 mile loop off MT 200)	Glacier	Lewis Through Blackfoot Country
Ⓔ	**Horse Prairie** Grant to Bannack (Secondary 324 to Secondary 278)	Gold West	To the Headwaters
Ⓕ	**Lemhi Pass Road** (off Secondary 324)	Glacier	Lewis and Clark Through the Bitterroots

Some good recreation opportunities

	Location	Tourism Country	Recreation Opportunity	Regional Theme
①	Lower Missouri River to Ft. Union	Missouri	Float trip, Trail	Struggle on the Missouri
②	Missouri Breaks Judith Landing - US 191	Missouri, Russell	Float trip, Trail	Struggle on the Missouri
③	White Cliffs Fort Benton - Judith Landing	Russell	Float trip	Struggle on the Missouri
④	Rogers Pass to Lewis and Clark Pass	Gold West	Continental Trail	Lewis through Blackfoot Country
⑤	Alice Creek over Lewis and Clark Pass and Beyond	Gold West	Trail	Lewis through Blackfoot Country
⑥	Marias River	Russell, Glacier	Trail	Lewis through Blackfoot Country
⑦	Blackfoot River	Glacier	Trail on old RR grade	Lewis through Blackfoot Country
⑧	Missouri River Canyon below Hauser Dam	Gold West	Trail	Struggle on the Missouri
⑨	Three Forks and down the Marias River	Gold West	Horse Trail	Lewis and Clark through the Bitterroots
⑩	Horse Prairie Grant - Bannack	Gold West	Horse Trail	Lewis and Clark through the Bitterroots
⑪	Big Hole Valley	Gold West	Trail	Lewis and Clark through the Bitterroots
⑫	Lolo Pass	Glacier	Trail	Lewis and Clark through the Bitterroots

OPPORTUNITIES ON THE LANDSCAPE

MISSOURI COUNTRY I



MISSOURI COUNTRY I — POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
	Missouri Country Regional Theme	Absence of timber on plains; trees & shrubs along river Abundant bison, elk, deer, antelope & beaver Frequent encounters with grizzlies Frequent evidence of tribal presence	High Plains ecosystem Game of the High Plains Grizzlies on the High Plains	 Subsistence of High Plains tribes Role of grizzlies in Plains culture Tribes of the High Plains
A	April 27, 1805 Vicinity of Nohly, Richland County	Mouth of Yellowstone: Lewis looking for site for fort & trading post	Importance of confluence of two major western rivers; their different characters	Fort Union built near confluence in 1832 as fur trading center for region
A	April 28, 1805 Otis Creek, Richland Co.	Coal in great abundance Large amounts of salt on shore	Coal formations of e. Montana Salt as indicator of arid lands	History of coal mining in eastern Montana
A	April 29, 1805 Big Muddy Creek	First "brown bear" (grizzly) killed "Bighorn animals" along Missouri & up Big Muddy Creek	L & C attitudes toward hunting grizzlies Bighorn sheep as plains animal	Tribal methods of hunting grizzlies Role of bighorns in Plains culture
B	April 30, 1805 Vicinity of Brockton	Coal seams 6' thick Sacajawea brought Clark sample of buffalo currant Passed lodges built of drift wood	See April 28, 1805 Sacajawea's role in collecting & identifying plants	See April 28, 1805 Tribal uses of buffalo currant Travel lodges of Plains tribes
B	Lewis & Main Party Eastbound August 6, 1806 Ten miles east of Poplar	Violent thunderstorm during night High winds forced early camp	Summer weather on High Plains and its causes	
B	May 1, 1805 Elkhorn Point, Roosevelt Co.	Waves several feet high Indian dog following camp	Prevailing winds on the plains	Role of dogs in Plains culture
B	May 2, 1805 Hwy 251 Crossing	Snowed 1 inch; water freezing on oars Length of scarlet cloth on tree branch near old hunting camp	High Plains climate	Presence of European goods among Plains Indians

MISSOURI COUNTRY I — POTENTIAL

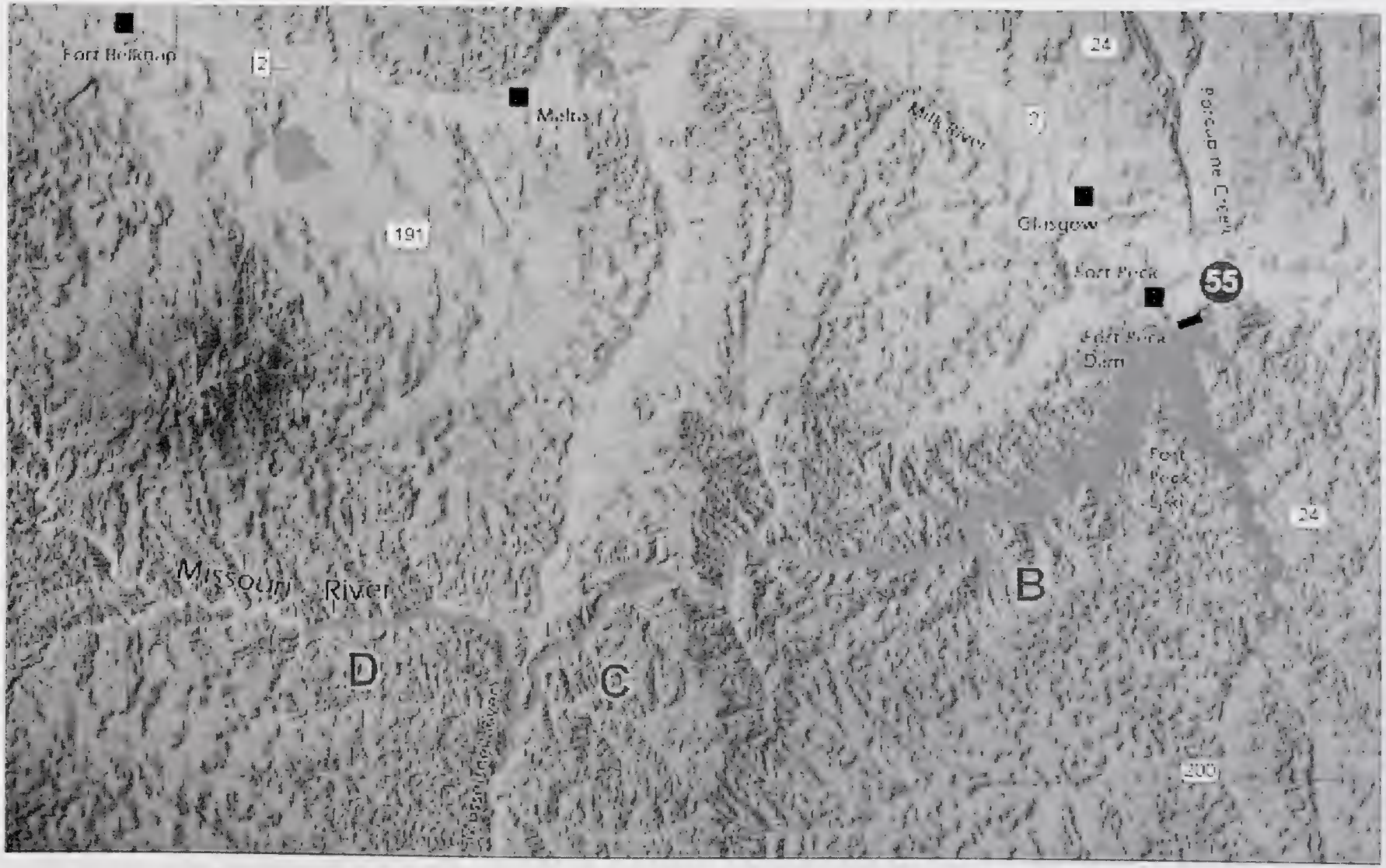
AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
C	May 3, 1805 Redwater Creek	Poplar River: Named Porcupine River for unusual number of porcupines at mouth Noted traces of ancient river channels Cylindrical structure of bushes, tied together and standing on end	Porcupine life history Effect of glacial advances & retreats on course of Missouri; Clark's map of old river beds	Use of porcupine quills in tribal artwork; methods of capture Structures of Plains Indian
	May 4, 1805 Camp in Roosevelt County	Passed two hunting lodges fortified with driftwood and fallen timber; detailed description of construction		War lodges of the Plains Indians as described to John Ewers by Blackfoot elder; compare to Lewis's description
	May 5, 1805 Vicinity of Wolf Point	Snow geese in large numbers Wolves shadowing bison herds Grizzly downed with 10 musket balls	Migratory route of snow geese Predators of the plains See April 29, 1805	Tribal use of wolf skins to hunt bison
	August 5, 1806 Four miles SW of Wolf Point	Pelican in molt	Pelicans on the Missouri	
	May 6, 1805 Vicinity of Oswego	Little Dry Creek, Lackwater Creek, Big Dry Creek, Little Dry River	Seasonal streams in an arid land	
D	May 7, 1805 Vicinity of Frazer	Bald eagles in great numbers	Birds of prey on the plains	Role of eagles in Plains cultures & capture methods
	May 8, 1805 See Missouri Country II for camp	Named Milk River for color of water Clark thought he saw smoke and Indian lodges up Milk R. Breadroot, or white apple, gathered by Sacajawea	Geology of Milk River: glacial flour Breadroot natural history	Called "River that scolds all others" by Hidatsa; Hidatsa map of area Hunting grounds of Assiniboin tribe Tribal uses of breadroot
	Lewis & Main Party Eastbound August 4, 1806 Vicinity of Frazer	Revisited Milk River: full of water Killed large rattlesnake Willard entangled in sawyers	Prairie rattlesnake life history Navigational hazards on Missouri	Steamboats and sawyers

MISSOURI COUNTRY I – EXISTING SITES

	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
54	Fort Union	Passed through on the way west Noted gravel base to riverbanks Recognized suitability for trading post		Fort Union
37	Wolf Point	Passed here westbound in 1805	Trappers poisoned several hundred wolves here one winter Buffalo country for the Assiniboines and the Sioux	Steamboats Fur Trade
57	Fort Peck Indian Reservation	Assiniboines living here when Lewis & Clark came up the Missouri		Dakota history Assiniboine history Fort Peck history

OPPORTUNITIES ON THE LANDSCAPE

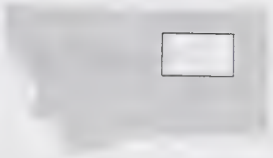
MISSOURI COUNTRY II



MISSOURI COUNTRY II — POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
A	May 8, 1805 Inundated site 1-2 miles above Fort Peck Dam, Valley County	Passed site where someone had taken the hair off an antelope skin		Tribal uses of antelope skins
A	May 9, 1805 Inundated site near Duck Creek, Valley County	Killed 4 willets Gentleness of buffalo Recipe for buffalo sausage	Willet: bird new to science Buffalo behavior Menu of Corps of Discovery	Bison recipes of Plains tribes
A	May 10, 1805 Inundated site, Garfield or Valley Co.	Crew suffering from boils & sore eyes Lewis noted association between mule deer and hilly country	Possibility of scurvy from meat diet Mule deer habitat	Components of tribal diets that prevented scurvy
A	May 11, 1805 Inundated site, Garfield County	Ponderosa pine and dwarf cedar on hillsides; sagebrush increasing "Troublesome fleshy-leafed thorn"	Ponderosa and dwarf cedar life histories Sagebrush life history Greasewood - New to Science	Role of pine & cedar in Plains cultures Role of sagebrush in Plains cultures
B	May 12, 1805 Inundated site, about 7 miles above Seventh Point Coulee, Garfield County	Country growing more rugged & hilly; change in soils Chokecherries in bloom	Missouri's pre-glacial channels Chokecherry life history	Role of chokecherries in Plains cultures
B	Lewis & Party Eastbound August 3, 1806 Inundated site near Cattle Creek, Valley County	Magpies, golden eagles, bald eagles, red-headed woodpeckers Hunters killed 25 deer	Bird life on the Missouri (see May 17) Deer habitat in river bottoms	
B	May 13, 1805 Inundated site near Crooked Creek, Garfield County	Lack of timber in bottoms Killed deer & elk for skins for clothing	Effects of rain shadow of Rockies on vegetation as party moved west Expedition uses of deer & elk skins	Tribal uses of deer & elk hides
B	May 14-15, 1805 Inundated site near Snow Creek, Valley County	White pirogue upset by wind Grizzly chased 2 hunters into river; cook rendered 8 gallons of oil from its fat	Wind on the High Plains Life history of grizzly & behavior when wounded	Role of grizzlies in Plains cultures ✔
B	May 16, 1805 Inundated site in Phillips or Garfield County	"Panther" seen concealing portion of dead deer	Cougars on the High Plains	Role of cougars in Plains cultures

✔ See page 335 for how this could be developed into a storyline, which could then be reduced to sign text.



MISSOURI COUNTRY II — POTENTIAL

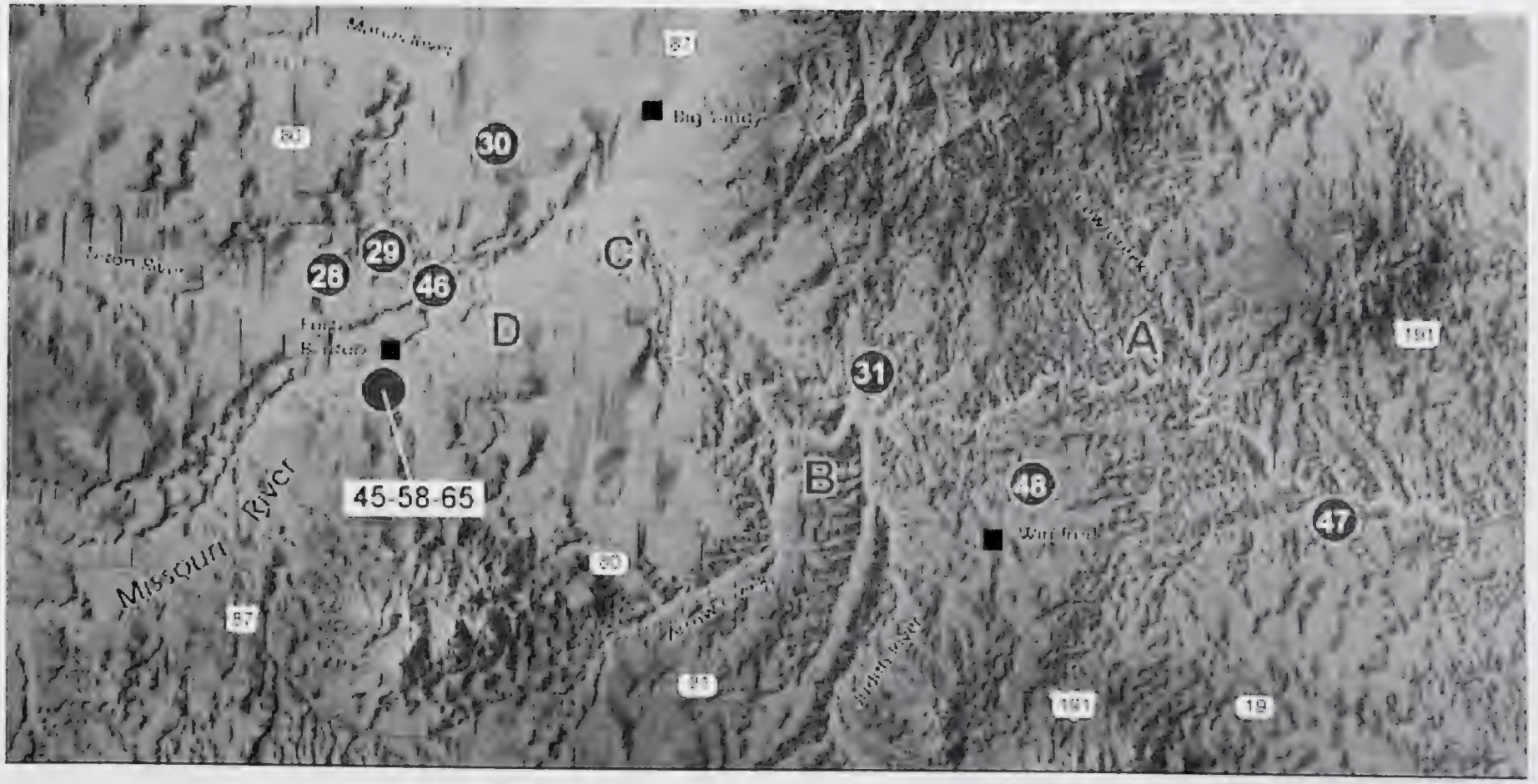
AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
C	May 17, 1805 Inundated site near Seven Blackfoot Creek, Phillips or Garfield County	Men pulling boats with towlines Passed former camp of Hidatsa warriors "Rattlesnake of yellowish brown color" Mockingbird, poorwill, blackbirds	Prairie rattlesnake - new to science Songbirds of the plains	Hidatsa custom of journeying west to war with Blackfeet & other tribes
	May 18, 1805 Inundated site near Devils Creek Recreation Area, Garfield County	First rain since leaving Fort Mandan Few cottonwoods; country more rugged	Climate of the High Plains	
	May 19, 1805 Inundated site near Long Point in Phillips or Garfield County	River becoming crooked, rapid, & full of sawyers	Geology of river course	
	Lewis & Main Party Eastbound August 1-2, 1806 Inundated site near Horseshoe Point, Petroleum or Phillips County	Passed Musselshell River Landed early to dry bighorn skins Elk separated between males & females Camped in empty Indian lodges	Annual life cycles of elk	Expedition's collection of skins & specimens Tribal uses of area near Musselshell
	May 20, 1805 Inundated site near mouth of the Musselshell River, Garfield or Petroleum County	Explored about 8 miles up Musselshell; Named tributary after Sacajawea Immense numbers of prickly pear	Prickly pear life history	Hidatsa knowledge of Musselshell & geography of upper Missouri
D	May 21, 1805 Inundated site about 10 miles below Beauchamp Creek, Phillips County	Violent dust storm Black & yellow clay on shore	Geology of local shale and sandstone	
	May 22, 1805 Vicinity of Kannuck Creek, Phillips County	"Pointed tail prairie hens" "White cat fish"	Sharp-tailed grouse life history Channel catfish life history	Role of grouse in Plains cultures
	Lewis & Main Party Eastbound July 31, 1806 About 8 miles below Rock Creek, Phillips or Fergus County	Rain; river rising & very muddy Killed 15 elk, 14 deer, 2 bighorn sheep Covered old Indian lodges with elk skins for shelter from rain	Sources of Missouri's mud	
	May 23, 1805 Vicinity of Rock Creek, Fergus County	Water freezing on oars "Spruce pine" on hills Large number of "Burrowing Squirrels"	Douglas fir life history Prairie dog life history	Role of prairie dogs in Plains cultures
	May 24, 1805 About 3 miles above Hwy 191 crossing, Phillips or Fergus County	Ice in kettles Beaver becoming more scarce	Beaver and timber	

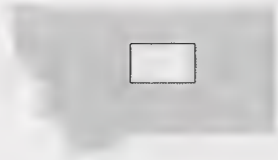
MISSOURI COUNTRY II – EXISTING SITES

	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
55	Fort Peck Dam	Description of Milk River Quote about white apple Description of Big Dry River Notation of plover and game Encounter with bear Notation of pine Description of greasewood	Location of Signal Hill Big Dry River Location of pine trees Scientific Discovery: Greasewood (*Sarcobatus vermiculatur*)	Hidatsa called Milk River "River Which Scolds At Others"

OPPORTUNITIES ON THE LANDSCAPE

RUSSELL COUNTRY I





RUSSELL COUNTRY I – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
	Russell Country Regional Topics	Enormous herds of buffalo Abundant elk, deer, & antelope Bighorn sheep seen regularly Grizzlies frequently seen Rattlesnakes frequently seen Empty Indian lodges frequently seen	Bison on the High Plains Grazing animals of the High Plains Bighorn sheep life history Grizzlies on the High Plains Rattlesnake life history	Role of bison in Plains cultures Role of grazing animals in Plains culture Role of bighorn sheep in Plains culture Role of grizzly in Plains culture Role of rattlesnakes in Plains culture Tribal uses of area
A	May 25, 1805 Few miles below Cow Island Recreation Area, Fergus County	High, broken, rocky country Shot first bighorn sheep; drawn by Clark	Geology of Missouri Breaks Bighorn sheep life history	Cow Island crossing used by Nez Perce when fleeing U.S. Army in 1877
A	Lewis & Main Party Eastbound July 30,1806 Few miles below Cow Creek Blaine or Fergus County	Continuous rain Men rowing about 7 miles per hour Killed bighorns & grizzly for specimens		Fate of specimens collected by Expedition
A	May 26, 1805 Below Windsor Creek, Fergus County	Mountains in view; Lewis' ruminations "Concreted shell" in bluffs Coal in face of bluffs	Geologic origins of limestone and formation of coal	19th century view of Rockies as single chain of mountains
A	May 27, 1805 Vicinity of McNarry Bar Fergus County	Rugged cliffs bordering river Cottonwood becoming more scarce	Missouri Breaks: see May 25, 1805 Effect of rainshadow on vegetation	
B	May 28, 1805 Dog Creek, near Judith Landing Rec. Area, Fergus County	Current much stronger; rocky points Buffalo bull rampaged through camp Found lodge pole & skin "football"		Ball games of Plains Indians; construction of balls
B	May 29, 1805 Arrow Creek, Chouteau County	Named Judith River after Clark's future wife Found remains of 126 recent campfires & discarded moccasin thought to be from a tribe north of river by Sacajawea		Tribal use of area Distinctive styles of moccasins and clothing among tribes
B	Lewis & Main Party Eastbound July 29, 1806 Near Arrow Creek, Chouteau County	Rained all day Killed elk for skins for rain covers Killed 9 bighorn sheep		
B	May 30, 1805 Sheep Shed Coulee, Chouteau County	Passed several old Indian encampments, supposed to be Gros Ventre or Blackfeet		Distribution of tribes on High Plains

✔ See page 341 for how this could be developed into a storyline, which could then be reduced to sign text.

RUSSELL COUNTRY I – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
C	May 31, 1805 Above Eagle Creek, Chouteau County	White Cliffs: "visionary enchantment" "high wall of black rock" Men towing boats in cold water	Geology of White Cliffs Geology of Citadel Rock	Tribal traditions of White Cliffs
C	June 1, 1805 Vicinity of Boggs Island, Chouteau County	Country leveling out; cliffs not as high; large banks of pure sand on plains Chokecherry, currant, wild rose	Sand deposits left by previous river channel Importance of riparian habitat for wildlife	Role of wild currants, cherries, & roses in Plains culture
D	June 2-11, 1805 Marias River	Arrived at large northern tributary not shown on Hidatsa's map. Spent several days exploring both rivers before making decision "Cotton willow" River birch "new type of lark" "Mountain cock" Prairie dog town covering 7 miles Men slipping & sliding on gumbo River bottoms filled with nesting birds Violin music, singing & dancing at night Lewis branded several trees	Narrowleaf cottonwood - new to science River birch - new to science McCown's longspur - new to science Sage grouse - new to science Prairie dog life history Geology of Gumbo Songbirds of the High Plains	Explanation of why Marias was not mentioned by Hidatsas Traditional uses of area Fort McKenzie, erected in 1833 to trade with Blackfeet Music of the Expedition Story of Lewis' branding iron
D	Lewis & Party Eastbound July 28, 1806 Marias River	Lewis & 3 men reunited with main party Opened cache & continued downriver		
D	June 11, 1805 Main Party: Marias River Lewis: near Fort Benton	Lewis set off ahead of rest of party to search for falls mentioned by Hidatsas Clark caching red pirogue & supplies Lewis violently ill with intestinal pain	Lewis prepared chokecherry tea as herbal remedy	Traditional tribal uses of chokecherry
D	Ordway's Party Eastbound July 27, 1806 Above Bird Coulee	Hurrying downstream in white pirogue & 5 dugout canoes Killed 5 buffalo in a few minutes		
D	June 12, 1805 Main party: Just below Fort Benton	Lewis continued scouting upriver Sacajawea ill		Fort Benton: fur trading post and steamboat port

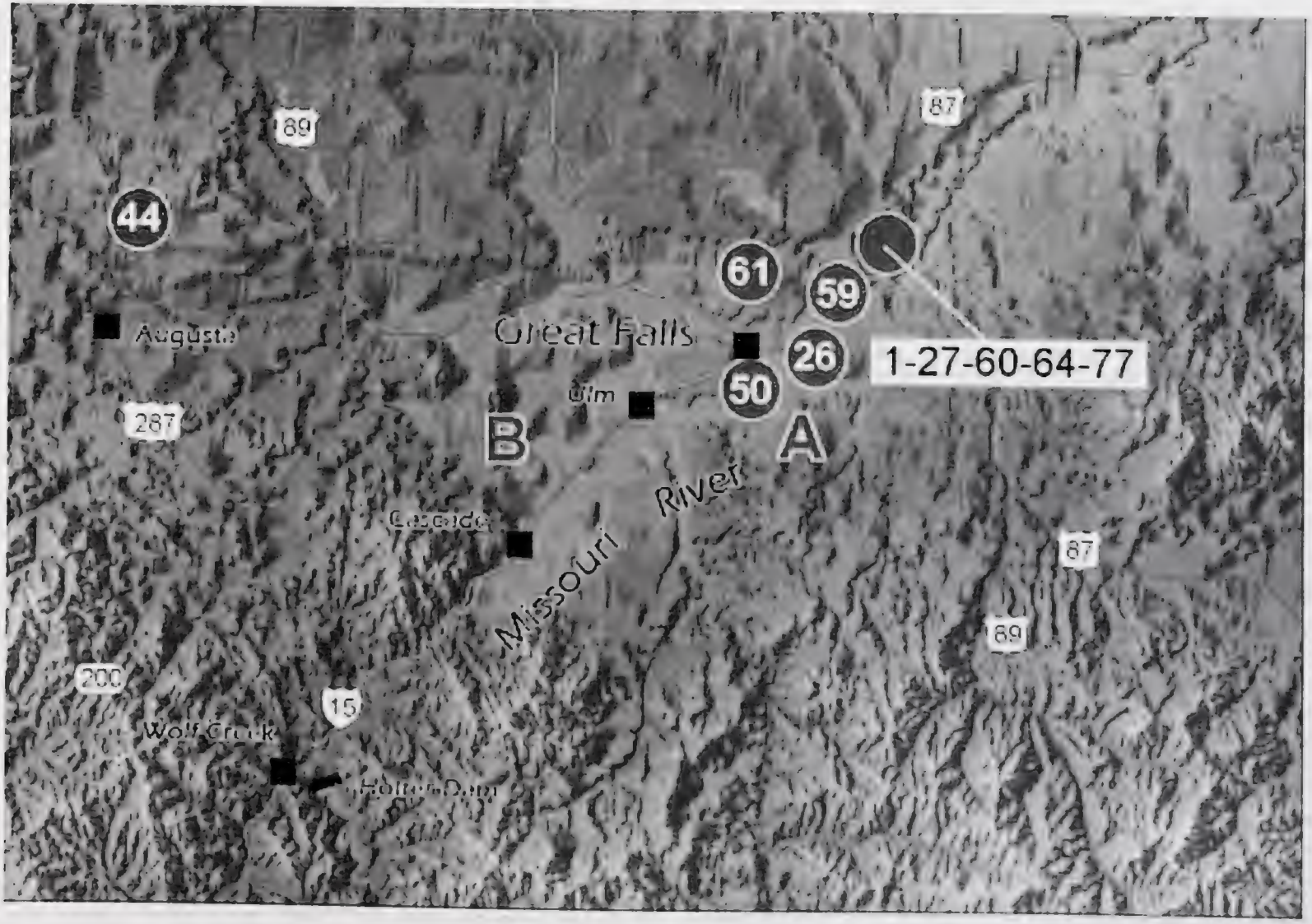
✔ See page 343 for how this could be developed into a storyline, which could then be reduced to sign text.

RUSSELL COUNTRY I – EXISTING SITES

	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
28	Fort Benton	Lewis & Clark passed here, 1805		Fort Benton history, steamboats, mining
29	Marias River	Naming and exploration of river		Fort Piegan history Railroad history
30	Montana Crossroads	Lewis & Clark passed here	Formation of the Missouri River Identificatoin of geologic features	
31	Fort Chardon	Lewis & Clark passed here, 1805		History of the area; fur trade, Indians, homesteading
45	Upper Missouri Visitors' Center	Biographies of Lewis & Clark Overview of journey		
46	Decision Point	The dilemna of which river to follow		
47	James Kipp Recreation Area	Lewis & Clark passed here Travel by boat	Natural history of the area	Human history of the area
48	Missouri Breaks	Journal description of countryside	Formation of the land	The First Residents River Navigation
58	Lewis & Clark Monument	Quote about the decision at the Marias		History of the monument
65	Upper Missouri Wild & Scenic River	Lewis & Clark passed here		History of the upper Missouri

OPPORTUNITIES ON THE LANDSCAPE

RUSSELL COUNTRY II



RUSSELL COUNTRY II – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
A	June 13 - 15, 1805 Great Falls	June 13: Lewis reached "the great falls of the Missouri" River appeared to have "worn a channel through a solid rock" "More buffalo than I had ever before witnessed at a view." "Very fine trout" at base of falls Sun River - "Medicine River" to L&C Lewis charged by grizzly Dinner of buffalo hump & trout June 15: Clark & main party arrived	Geology of the Great Falls Bison nursery herds Cutthroat trout - new to science Grizzly behavior	Fate of the High Plains bison herds "Medicine River" from Hidatsa map
	Lewis & Marias Party Eastbound July 16, 1806 Great Falls, north side of river	Lewis sketching falls "Cookkoo or rain crow" Water much lower than previous year	Yellow or black-billed cuckoo life history	
	June 16 - July 13, 1805 The Portage Lower Portage Camp: Near Belt Creek, Chouteau County Upper Portage Camp: Near Sand Coulee Creek, Cascade County	Sacajawea very ill; treated by Lewis Constructed carts to ferry supplies and canoes across 18-mile portage "Sailing on dry land" Feet shredded by prickly pears Clark supervising construction of iron boat brought from St. Louis Men drying meat for portable food Clark charting falls - almost swept away in flash flood along with Sacajawea and Charbonneau Abundance of beaver & otter "Larke with a yellow breast" Many prairie birds nesting "Packrat had done some mischief" "Remarkable small fox" Squirrel of the open plains	Cottonwood as a building material Prickly pear life history Beaver & otter life histories Western Meadowlark: new to science Nesters on the High Plains Bushy-tailed wood rat-new to science Swift fox - new to science Thirteen-lined ground squirrel - new to science	Lewis' medicine chest Cottonwood's importance to L & C Hidatsa portage of 1/2 mile versus Expedition's portage of 18 miles The story of "The Experiment" Tribal methods of preserving food Role of beaver & otter in tribal culture Role of meadowlark in tribal lore Role of foxes in Plains culture

RUSSELL COUNTRY II – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
A	Ordway's Party Eastbound The Portage Revisited July 19 - 26, 1806	Ordway arrived at Upper Portage Camp & found Gass & 5 men Built carts for canoes & baggage Repaired white pirogue that was cached at Lower Portage Camp	Building buffalo dung fires to combat mosquitoes & flies	Tribal methods of dealing with mosquitoes and flies
	Lewis & Party Eastbound Upper Portage Camp July 11 - July 15, 1806	Continual roar from bison herds Crossed river in bull-boats Opened cache from previous summer Seven horses stolen McNeal treed by grizzly bear	Buffalo rutting season	Tribal hunting seasons & methods Tribal use of bull-boats Plant specimens damaged in cache Horse thievery on the High Plains
B	July 10 -14, 1805 Canoe Camp Vicinity of Ulm, Cascade County	Clark building two dugout canoes Passenger pigeons near camp "Extraordinary lodge" description	Cottonwood life history Passenger pigeon life history	Role of cottonwood in Plains cultures Medicine lodges of Plains tribes ✔
	Ordway's Party Eastbound July 18, 1806 Just below Smith River, Cascade Co.	Large gangs of buffalo Large numbers of beaver & otter Mosquitoes "verry Severe indeed"	Otter life history	Tribal uses of otter
	July 15, 1805 Few miles SW of Ulm Cascade County	Named Smith's River for Secretary of Navy "Fort Mountain" - Square Butte	Geology of Square Butte	Tribal traditions of Square Butte
	Ordway's Party Eastbound July 17, 1806 About 5 miles below Hardy Creek,	High winds swamping canoes Large gangs of bighorn sheep Killed 2 bighorns & 1 deer		
	July 16, 1805 Blackbird Ripple, Cascade County	Lewis pressed ahead to survey river Aspen appear Forty willow shelters on shore River hemmed in by mountains	Aspen life history Geology of volcanic hills	Tribal uses of aspen Shoshone structures and their uses
	July 17, 1805 Near I-5 crossing of Dearborn River	Tall cliffs of dark black rock	Volcanic origin of cliffs along river	

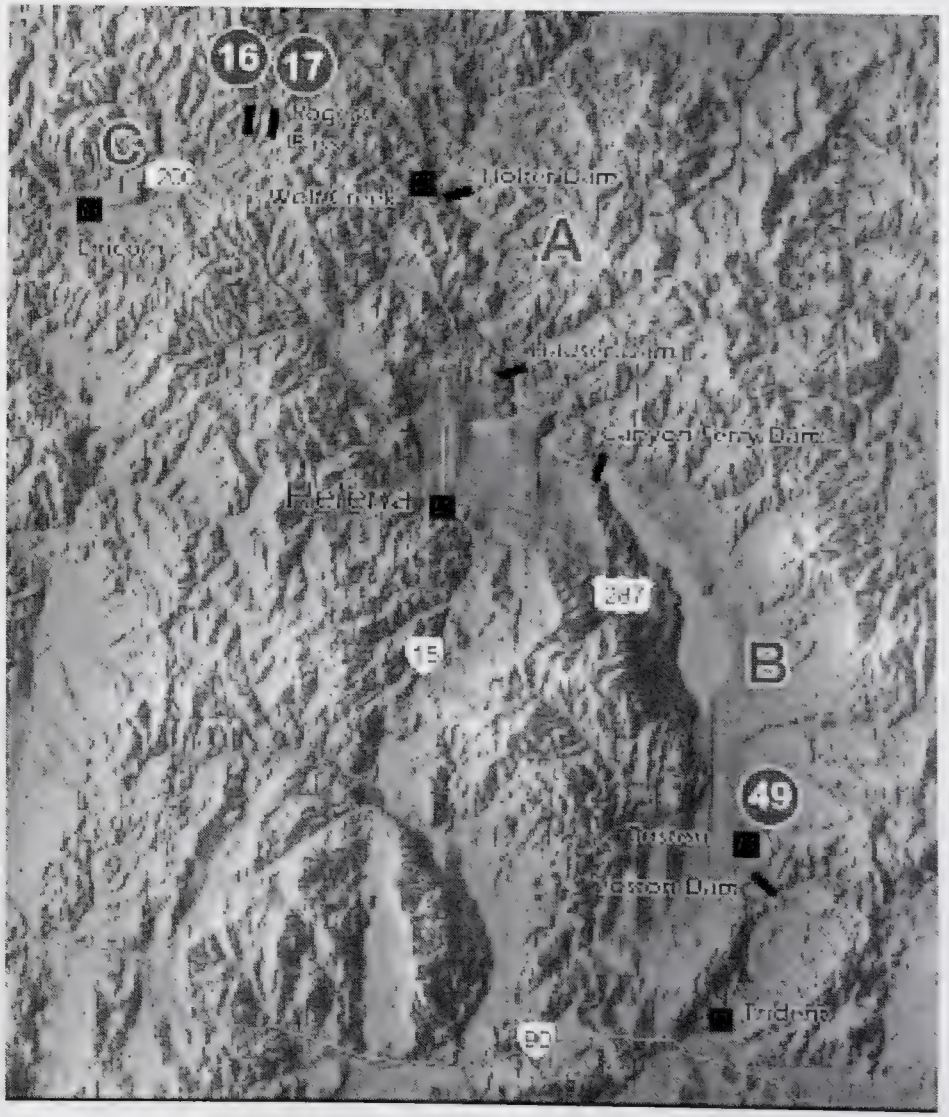
✔ See page 339 for how this could be developed into a storyline, which could then be reduced to sign text.

RUSSELL COUNTRY II – EXISTING SITES

	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
1	Lewis & Clark Visitors' Center	Expedition History		Tribal History
26	Lewis & Clark Portage	Route around the falls	Map of the Missouri River	
27	Black Eagle Falls	Journal entries naming place & noting buffalo herd		
44	Sun River	Mention of Lewis' route east		Irrigation for agriculture
50	Giant Springs	Portage around the falls History of the Expedition		
59	Ryan Dam	Lewis & Clark passed here Discovery of Great Falls		
60A	Rainbow Dam	"Sailing on dry land" "Decision at the Marias"		Generating electricity
60B	Lewis & Clark Overlook	Description of Rainbow Falls Encounters with animals		
61	West Bank Park	Encounter with grizzly bear		
64	Sacajawea Island	Sacajawea as part of the expedition		Story of Sacajawea
77	Broadwater Overlook	Expedition history Portage Expedition members		

OPPORTUNITIES ON THE LANDSCAPE

GOLD WEST COUNTRY I



GOLD WEST COUNTRY I—POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
	Gold West Country Regional Themes	Lewis & Clark anxious to find Shoshone Indians Native trails & camps throughout valley Bighorn sheep commonly seen on cliffs Abundance of beaver & otter Prickley pear major annoyance	Bighorn sheep life history Beaver & otter life histories Prickly pear life history	Advance knowledge from Hidatsas about Shoshone Indians Importance of horses for portage across Rockies Tribal use of area
A	July 18, 1805 Above Holter Dam, Lewis & Clark County	Named Dearborn River for Secretary of War Clark scouting upriver Followed Indian trail overland		Hidatsa information about shortcut up Dearborn River Native trails through area
	July 19, 1805 Vicinity of Holter Lake Lewis & Clark County	"Gates of the Rocky Mountains" Remains of willow brush lodges Bark peeled from pine trees	Geology of Gates of the Mountains Willow life history Nutrients in pine bark	Tribal legends of the Gates Architecture of Shoshone Indians Custom of eating bark & sap in spring
	Ordway's Party Eastbound July 16, 1806 Little Prickly Pear Creek, Lewis & Clark County	Large gangs of elk & "mountain sheep" Strong headwind forced boats ashore near Gates of the Mountains		Expedition's Specimen Collection: Men saved skin & bones of bighorn sheep "to take to the States"
	July 20, 1805 Between Soup & Trout Creeks, Lewis & Clark Co.	Smoke in distance, presumed to be signal fires of Shoshone Indians "Black woodpecker as black as a crow"	Lewis' woodpecker - new to science	Tribal signal fires
	July 21, 1805 Few miles above Canyon Ferry Dam Lewis & Clark County	Boats making slow progress against strong current with tow rope & poles "Sandhill crains"	Sandhill crane life history	
B	July 22, 1805 Few miles upstream from Beaver Creek, Broadwater Co.	"White Earth Creek" - Beaver Creek "Mountain plover" Sacajawea recognizing landmarks	Upland sandpiper life history	Tribal source of white paint
	July 23, 1805 South end of Canyon Ferry Lake, Broadwater County	"black snake as black as jet"	Western hog-nosed snake - new to science	

GOLD WEST COUNTRY I — POTENTIAL

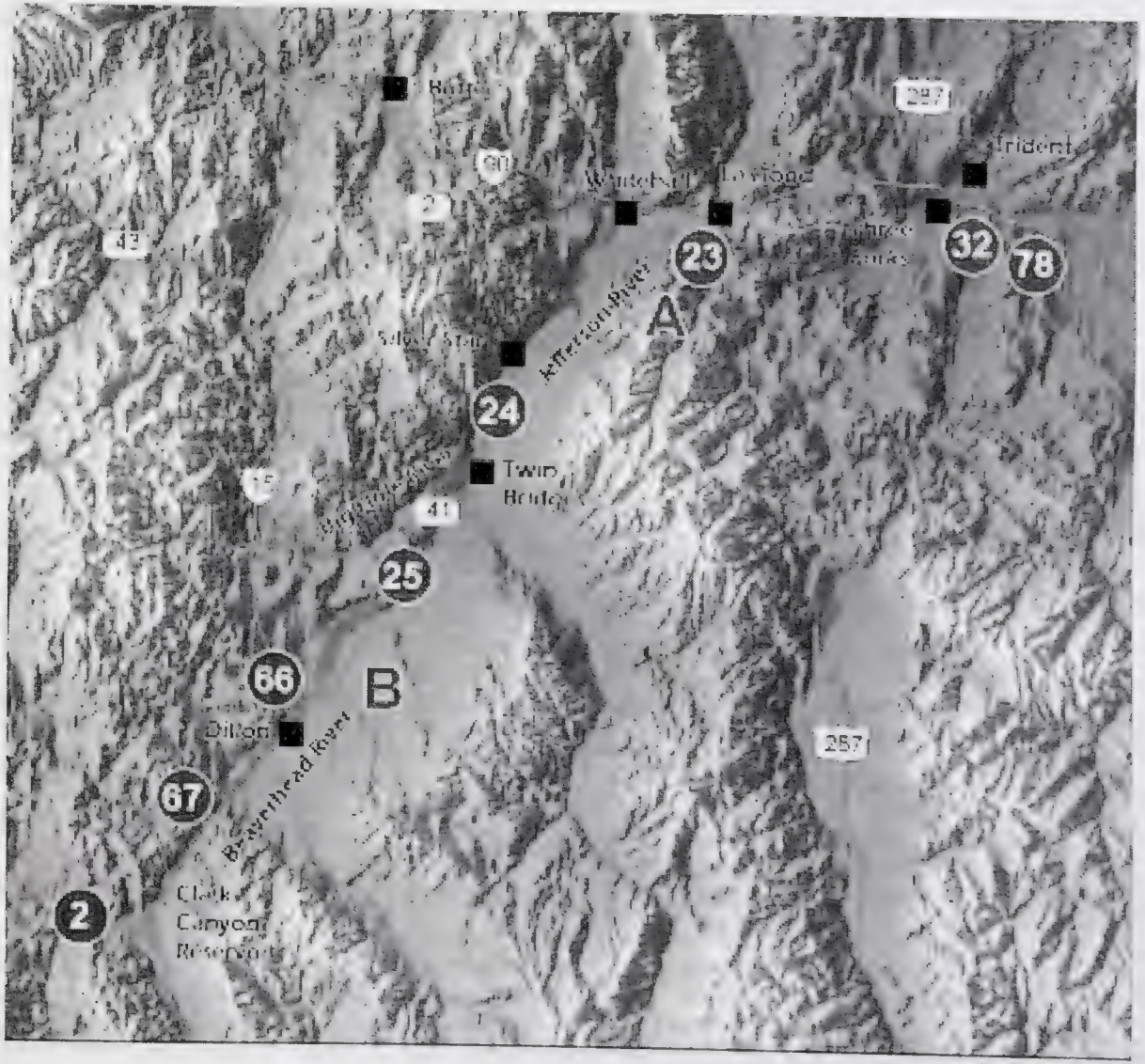
AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
B	July 24, 1805 Dry Creek, Broadwater County	Bluffs beside river "like the hills had fallen down & turned side upwards"	Geology of Lombard thrust fault	
	July 25, 1805 Above Toston Dam, Broadwater County	Antelope collecting in small herds "Little Gates of the Mountains"	Antelope life history Geology of canyon	
	July 26, 1805 Eagle Rock, Gallatin County	Grass seeds "armed with a long twisted hard beard" Found Indian bow made of cedar	Needle and thread grass	Bow construction; different woods
	Ordway's Party Eastbound July 13 - 15, 1806 Three Forks to Holter lake	Proceeding downriver in canoes from Three Forks Eating deer, beaver, & antelope		
	LEWIS'S PARTY EASTBOUND			
C	Lewis's Party Eastbound July 5, 1806 Near mouth of Monture Creek Powell County	Lewis & 9 men on horseback up native trail along Blackfoot River "quantity of quawmash" Named Monture Creek "Seaman's Creek" for Lewis's dog	Camas life history	"Road to the Buffalo" Tribal uses of camas
	Lewis's Party Eastbound July 6, 1806 Beaver Creek, Lewis & Clark County	Fresh trail of Indians & horses "small blue flag" "prairie of the knobs"	Western blue flag iris life history Geology of Nevada Valley	
	Lewis's Party Eastbound July 7, 1806 About 3 miles East of Table Mountain Lewis & Clark County	Many beaver dams Wounded a "moos deer" Crossed Lewis & Clark Pass "Fort Mountain" visible from pass	Beaver life history Moose life history Geology of Square Butte	Tribal uses of beaver Tribal uses of moose Official border of Louisiana Purchase Tribal traditions of Square Butte
	Lewis's Party Eastbound July 8, 1806 An island in Sun River	"Shishequaw mountain" in sight Passed Dearborn River Elk Creek to Sun River	Geology of Haystack Butte	Tribal traditions of Haystack Butte

GOLD WEST COUNTRY I – EXISTING SITES

	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
16	Travois Ruts			Indian Travel Route
17	Lewis & Clark Pass	Lewis' eastward party once more sees the Plains	Continental Divide	
49	Toston Dam	Lewis & Clark passed here Identification of needle-and-thread grass	"Little Gates of the Mountains"	

OPPORTUNITIES ON THE LANDSCAPE

GOLD WEST COUNTRY II



GOLD WEST COUNTRY II – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
A	July 30, 1805 Near Willow Creek, Jefferson County	Captains decided Jefferson River was the correct branch to follow Current strong & river crooked		
	Clark & Party Eastbound July 12, 1806 Near Hwy 287 crossing of the Jefferson	Strong wind made steering difficult Old buffalo sign	Historic range of bison	
	July 31, 1805 Near Antelope Creek & Lewis & Clark Caverns State Park	Hunters unsuccessful: no fresh meat	Scarcity of game above forks	
	August 1, 1805 Main Party: Mouth of Boulder River, near Cardwell, Madison County	Lewis & 3 men in search of Shoshones "dark brown pheasants" "jay bird" Tremendous cliffs for 9 miles	Blue grouse - new to science Pinyon jay - new to science Geology of Jefferson River Canyon	Seasonal rounds of the Shoshone Indians
	August 2, 1805 Big Pipestone Creek, Madison County	Clark's 35th birthday Lewis traveling overland Feasted on wild fruit	Wild fruits of the Jefferson Valley	Tribal uses of wild fruit
	August 3, 1805 Vicinity of Waterloo Jefferson or Madison County	Clark followed fresh tracks of Indian scout who had been watching camp Fish with "remarkable long mouth" Killed "panther" "Terf" in river bottoms	Northern sucker life history Mountain lion life history Formation of peat	Shoshone deployment of scouts
	August 4, 1805 Vicinity of Silver Star, Madison County	Men dragging canoes up shallow shoals Lewis reached fork in Jefferson; wrote note to Clark on willow pole	Changes in river dynamics on approach to mountains	
	August 5, 1805 Short distance up Big Hole River, Madison County	Lewis exploring Big Hole River Crossed large Indian road leading up the Beaverhead; no fresh tracks Willow pole holding note eaten by beaver; Clark turned up wrong fork		

GOLD WEST COUNTRY II – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
B	August 6 - 7, 1805 Jefferson River, opposite mouth of Big Hole River, Madison County	Clark, up Big Hole River, met Drouillard & learned he had taken wrong fork. Immense numbers of flies & mosquitoes	Wet meadows - homes to insects	
	Clark & Party Eastbound July 11, 1806 Same camp as August 6, 1805	Found bayonet left the previous Aug. Found canoe cached in thicket of brush Geese, sandhill cranes, osprey	Waterfowl of Jefferson Valley	
	August 8, 1805 Beaverhead River, few miles above mouth of Ruby River, Madison County	Named Ruby River "Philantrophy River" Turned up Beaverhead River Sacajawea recognized Beaverhead Rock	Geology of Beaverhead River Geology of Beaverhead Rock	Native legends of Beaverhead Rock
	August 9, 1805 Crossing of Hwy 41 over Beaverhead, Madison County	Canoes progressing very slowly Lewis departed overland to find Shoshone Indians		Sacajawea's assurance that the summer retreat of her nation was near
	August 10, 1805 Main camp: Above Beaverhead Rock Madison or Beaverhead County	Rattlesnake Cliffs Scarcity of timber; willow brush only fuel Lewis following Indian trail over hills	Geology of Rattlesnake Cliffs & suitability as snake habitat	Role of rattlesnake in Shoshone culture
	Clark & Party Eastbound July 10, 1806 Jefferson River, opposite Three Thousand Mile Island, Beaverhead Co.	Refurbished canoes departed downstream, paralleled by horses Passed 6 campsites from previous Aug. Deer, antelope, beaver, otter, bighorns	Fauna of Beaverhead Valley	
	August 11, 1805 Between Beaverhead Rock & Dillon, Beaverhead County	Men dragging canoes over shoals		
	August 12, 1805 Near Blacktail Deer Creek, N of Dillon Beaverhead County	Men in water all day; ready to abandon boats & travel by land		
	August 13, 1805 Few miles SW of Dillon, Beaverhead County	Clark still struggling upriver with canoes "High Point of Limestone rocks"	Geology of Clark's Lookout	

GOLD WEST COUNTRY II – POTENTIAL

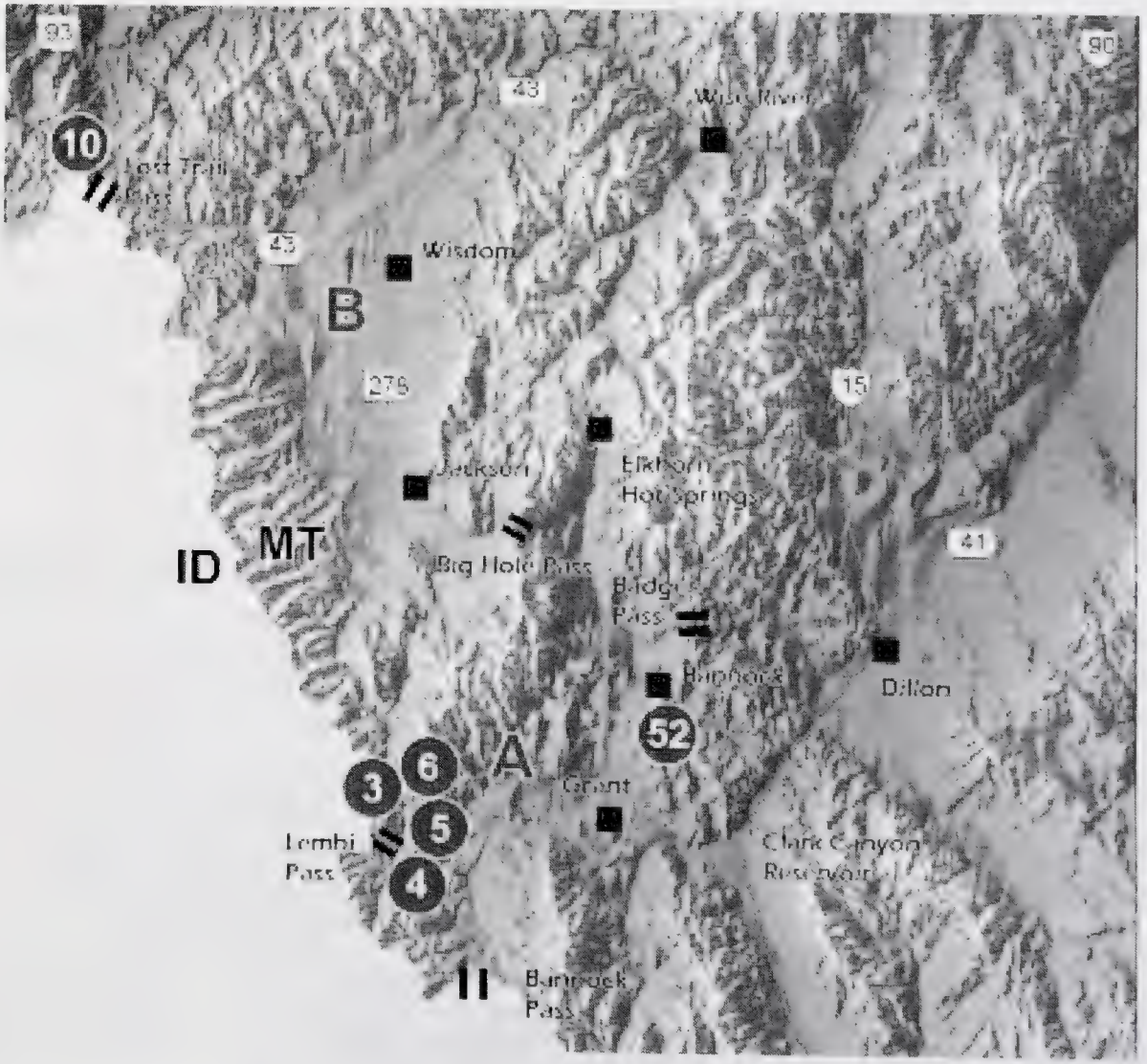
AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
	August 14, 1805 Ten miles SW of Dillon, near Barretts siding, Beaverhead County	Clark & canoes plodding slowly upriver Several men lame		
	August 15, 1805 Below Gallagher's Creek, Beaverhead County	River narrow, rapid, & crooked Many rattlesnakes "Not one tree on either side today"		
	August 16, 1805 Four miles below forks of Beaverhead Beaverhead County	Clark & men dragging canoes upstream Lewis led Shoshones to forks of Beaverhead		
B	August 17 - 23, 1805 Camp Fortunate Inundated site just below forks of the Beaverhead, Beaverhead County	Clark & party arrived at Lewis's camp Reunion of Sacajawea & her brother Charbonneau & Sacajawea interpreting L & C presenting gifts & medals Ceremony of council & smoking Bartering for horses; Shoshones estimated to have 700 horses & mules Ornaments of seashells, beads, & brass Knives, kettles, & iron arrow points Shoshone clothing, esp. tippet Utensils of stone, wood, & bone Weapons of stone & bone; few guns Caught "white species of trout" "Sweet-smelling grass" Sank canoes in river to preserve them	Clothing, utensils, and weapons as reflection of area's flora & fauna Steelhead trout life history Sweetgrass life history	Saga of Sacajawea Sequence of interpretation Shoshone account of mirrors Council & smoking etiquette Exchange rate of horses Trade network for horses & mules Trade networks for shells & for European goods Description of otter & ermine skin tippet Elk horn axes, bighorn spoons, pots Buffalo hide shield, antelope armor, etc. Tribal uses of sweetgrass
	Clark & Party Eastbound July 8 - 9, 1806 Camp Fortunate	Proceeding overland on horseback Clark noted that trail from Travellers Rest would make good wagon road Raised canoes sunk previous August Sacajawea dug "root like Carrot"	Lomatium sp.	Highways 93, 43, 278, and Road 5 now follow the same basic route Tribal uses of lomatium

GOLD WEST COUNTRY II – EXISTING SITES

	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
78	Sacajawea Monument	Dedicated to role of Sacajawea		
32	Three Forks	Expedition's route through the three rivers area	Headwaters of the Missouri River	Colter's Run Fur trade history
23	Lewis & Clark Campsite	All the animals they shot for dinner		Father Pierre DeSmet
24	Jefferson Valley	Expedition's route along the Jefferson River	Jefferson River watershed	
25	Beaverhead Rock	Mention of journal noting its existence	Landform	
66	Clark's Lookout	No interpretation currently		
67	Rattlesnake Cliffs	Mentions that the Expedition passed a few miles from here		History of Bannack townsite
2A	Camp Fortunate	Expedition's arrival at Shoshone Camp		Sacajawea's meeting with her brother
2B	Sacajawea Memorial	Commemorates role of Sacajawea		

OPPORTUNITIES ON THE LANDSCAPE

GOLD WEST COUNTRY III



GOLD WEST III — POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
A	August 11, 1805 Lewis: Shoshone Cove, Beaverhead County	Lewis, scouting ahead of main party, spotted Indian on horseback & called out greeting, but man rode away		Possible translations of the greeting Lewis was repeating
	August 12-14, 1805 Lewis: Lemhi County, Idaho	Lewis followed "large Indian road" to Lemhi Pass & across Continental Divide to Shoshone encampment		Traditional tribal uses of Lemhi Pass Continental Divide as border of Louisiana Purchase ✔
	August 15, 1805 Lewis: Shoshone Cove	Lewis leading group of skittish Shoshones over pass to meet Clark Shoshones fearful of ambush		History of Shoshone tribe and their retreat from plains to mountains Annual buffalo hunt to plains of Missouri with Flathead bands
	August 24, 1805 Shoshone Cove, few miles east of Grant Beaverhead County	Lewis traded for 9 horses & 1 mule at Camp Fortunate to transport party over Lemhi Pass Horse equipment		Price of horses & mules Buffalo hair bridles; wood & skin saddles
	August 25, 1805 Near fork of Horse Prairie Creek & Trail Creek, Beaverhead County	One deer divided among entire party August 26: Main Party crossed Lemhi Pass with several Shoshones	Scarcity of game in area	
B	Clark & Party Eastbound July 7, 1806 Near the head of Divide Creek, just over Big Hole Pass, Beaverhead County	Crossed Big Hole Valley on horseback "an open boutifull Leavell Vally" Crossed Big Hole River "Boiling Spring" - cooked meat in water Crossed Big Hole Pass to Divide Creek	Geology of Big Hole Valley Geology of Jackson Hot Springs	 Tribal use of Hot Springs Tribal use of Big Hole Pass
	Clark & Party Eastbound July 6, 1806 Near Moose Creek, about 7 miles SW Wisdom, western Big Hole Valley Beaverhead County	Clark's party, on horseback, crossed Gibbons Pass, then down Trail Creek Sacajawea recognizing landmarks & route of trail "great quantities of quawmash" in bloom "old buffalo roads & some heads" "great numbers of whistling Squirel"	 Camas life history Mountain bison life history Columbian ground squirrel life history	Flathead trail & old buffalo road: "the Buffalos and the Indians always have the best route, & here both were joined." Flathead & Shoshone uses of camas Effects of horses on mountain bison

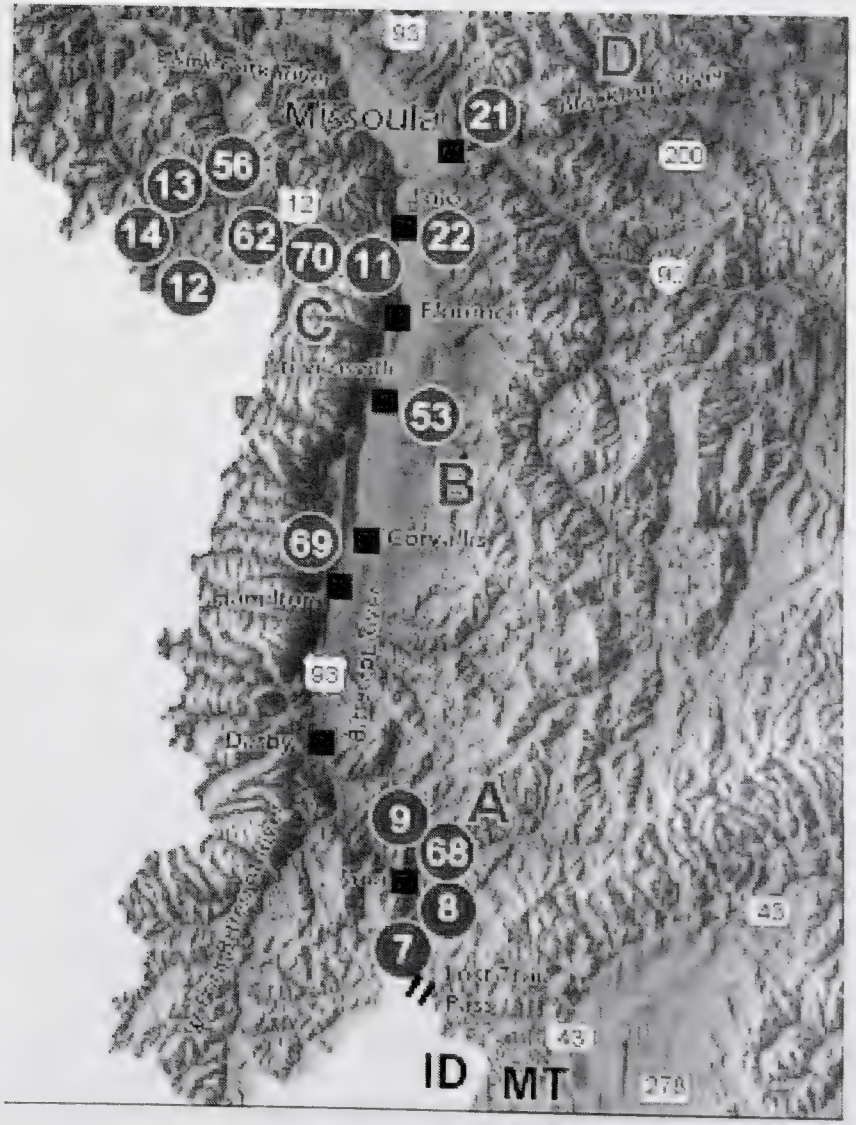
✔ See page 345 for how this could be developed into a storyline, which could then be reduced to sign text.

GOLD WEST III — EXISTING SITES

	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
52	Bannack	Mentions passing of Clark's party		History of Bannack Passing of Chief Joseph's band in 1877
3	Distant Fountain	Finding of high elevation spring	A source of the Missouri River	
4	Bestride the Missouri	Straddling the Missouri and Columbia Rivers		
5	Lemhi Pass	Notes the crossing of this pass		
6	High Mountain Pass	Notes the crossingof the Continental Divide		
10	Gibbon's Pass	Mentions crossing of expedition		Nez Perce war route

OPPORTUNITIES ON THE LANDSCAPE

GLACIER COUNTRY I



GLACIER COUNTRY I – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
	Glacier Country Regional themes	Men traveling on foot & horseback Mountainous terrain Dependence on native guides Food hard to find	Scarcity of game in mountains	Tribal uses of area Tribal trails through area
A	September 3, 1805 Possibly near head of Shields Creek, Ravalli County; camp uncertain	Crossed Continental Divide near Lost Trail Pass with packhorses "Worst roade that ever horses passed" Last thermometer broken	Formation of Bitterroot Mountains Meteorological records of expedition	Tribal methods of cutting trails
	September 4-5, 1805 Flathead camp, Ross Hole	Party descended Camp Creek valley Flathead camp of 33 lodges: "Those people recved us friendly" Offered berries & roots to eat Gifts of badger, otter, & goat skins Smoked until late at night Assembled chief & warriors for speech Took vocabulary of Salish language Purchased 11 horses & exchanged 7 Flatheads departing for Three Forks	Edible plants of Bitterroot Valley	Flathead oral tradition of meeting L & C Flathead uses of edible plants Tobacco & smoking rituals Chain of languages in interpretation Jefferson's interest in Indian languages History of Flathead horse acquisition Traditional Flathead buffalo hunts
	Clark & Party Eastbound July 5, 1806 Ross Hole, Ravalli County	Crossed Indian road from previous fall Baggage wetted crossing creeks Looking for shortcut the Flatheads had explained previous fall		
	September 6, 1805 East Fork Bitterroot River, few miles NW of Sula, Ravalli County	Corps proceeding down Bitterroot Valley on horseback Berries, corn, & 2 pheasants to eat		
	Clark & Party Eastbound July 4, 1806 Near mouth of West Fork Bitterroot River, Ravalli County	Horses almost swept away fording creeks Celebrated by halting early for dinner of venison & root mush Herd of bighorn sheep	Bighorn sheep in Bitterroot Valley	Role of bighorns among local tribes

✔ See page 250 for how this could be developed into a storyline, which could then be reduced to sign text.

GLACIER COUNTRY I – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
	September 7, 1805 Bitterroot River, SW of Grantsdale, Ravalli County	Proceeding downriver Killed 1 elk		
	Clark & Party Eastbound July 3, 1806 Blodgett Creek, Ravalli County	Clark with 19 men plus Charbonneau, Sacajawea, and Pomp travelling on horseback up Bitterroot Valley "great variety of sweet cented plants"	Flora of Bitterroot Valley	
	September 8, 1805 Near Stevensville, Ravalli County	"Snow mountains approach river on the left. Snow on mountain to the right" "peculiar sort of Prickly peare"	Geology of Bitterroot & Sapphire Mountains Brittle prickly pear life history	
B	September 9-10, 1805 Travelers Rest Lolo Creek, near Lolo, Missoula County	Proceeding down Bitterroot Valley Deer only large game to be found Pine, spruce, & fir Honeysuckle near watercourses No "sammon" in river Colter met 3 Indians in pursuit of horse thieves Lewis taking celestial observations	Fauna of Bitterroot Valley Flora of Bitterroot Valley Western trumpet - new to science Obstacles to salmon	Tribal subsistence patterns Practice of horse stealing among mountain & plains tribes Art & science of latitude & longitude
	Eastbound Party June 30 - July 2, 1806 Travelers Rest	Camped for 2 days, hunting, repairing guns Dividing expedition to explore Marias and Yellowstone Rivers Lewis collecting plants Guides running foot races with men Hunters killed 21 deer after long hunger	Plants new to science: Mountain ladies slipper life history Bitterroot life history Woolly clover life history Wormleaf stonecrop life history	Tribal uses of bitterroot
C	September 11, 1805 Lolo Creek, 1/2 mile east of Woodman Creek, Missoula County	Followed Indian road up Lolo Creek Camped in old Indian lodges No game from hunters	Scarcity of game in mountains	Trail used by Nez Perce traveling east to buffalo country and by Flatheads going west to Columbia fisheries

GLACIER COUNTRY I – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
C	September 12, 1805 Two miles east of Lolo Hot Springs, Missoula County	White frost in morning Passed an earth-covered sweat house Trail "verry bad" - steep & stony Pine, spruce & fir timber Number of peeled pines Hunters killed 1 pheasant	Trees of the Bitterroots See September 11, 1805	Construction & use of sweat houses Tribal uses of trees Tribal custom of eating underbark
	September 13, 1805 Packer Meadows, Idaho	Lolo Hot Springs: "nearly boiling hot" Creek dammed by beaver Crossed Lolo Pass	Geology of Lolo Hot Springs Mountain beaver life history	Tribal uses of Lolo Hot Springs
	Eastbound Party June 29, 1806 Lolo Hot Springs Missoula County	Crossed Lolo Pass eastbound on horseback with 3 Nez Perce guides Men bathing in hot springs Camas, strawberries, sunflowers in bloom	See September 13, 1805 Edible plants of the Bitterroots	Tribes' modifications to create bathing pools
	LEWIS'S PARTY EASTBOUND			
D	Lewis & Party Eastbound July 3, 1806 Grant Creek, near junction with Clark Fork, near Missoula, Missoula County	Lewis, 9 men, & 5 native guides set off down Bitterroot Valley on horseback Made rafts to ferry baggage across river Guides pointed out trail to Sun River		Nez Perce deer skin rafts "The road to the buffalo"
	Lewis & Party Eastbound July 4, 1806 Blackfoot River, about 8 miles from its junction with the Clark Fork Missoula County	Lewis bid fond farewell to Nez Perce guides who were returning home Several trails through valley "Entered the mountains through a narrow confined pass" "Buffaloe road river"- Blackfoot River	Geology of Hellgate Canyon	Nez Perce travel routes Native trails of Clark Fork Valley Salish "road to the buffalo"

GLACIER COUNTRY I – EXISTING SITES

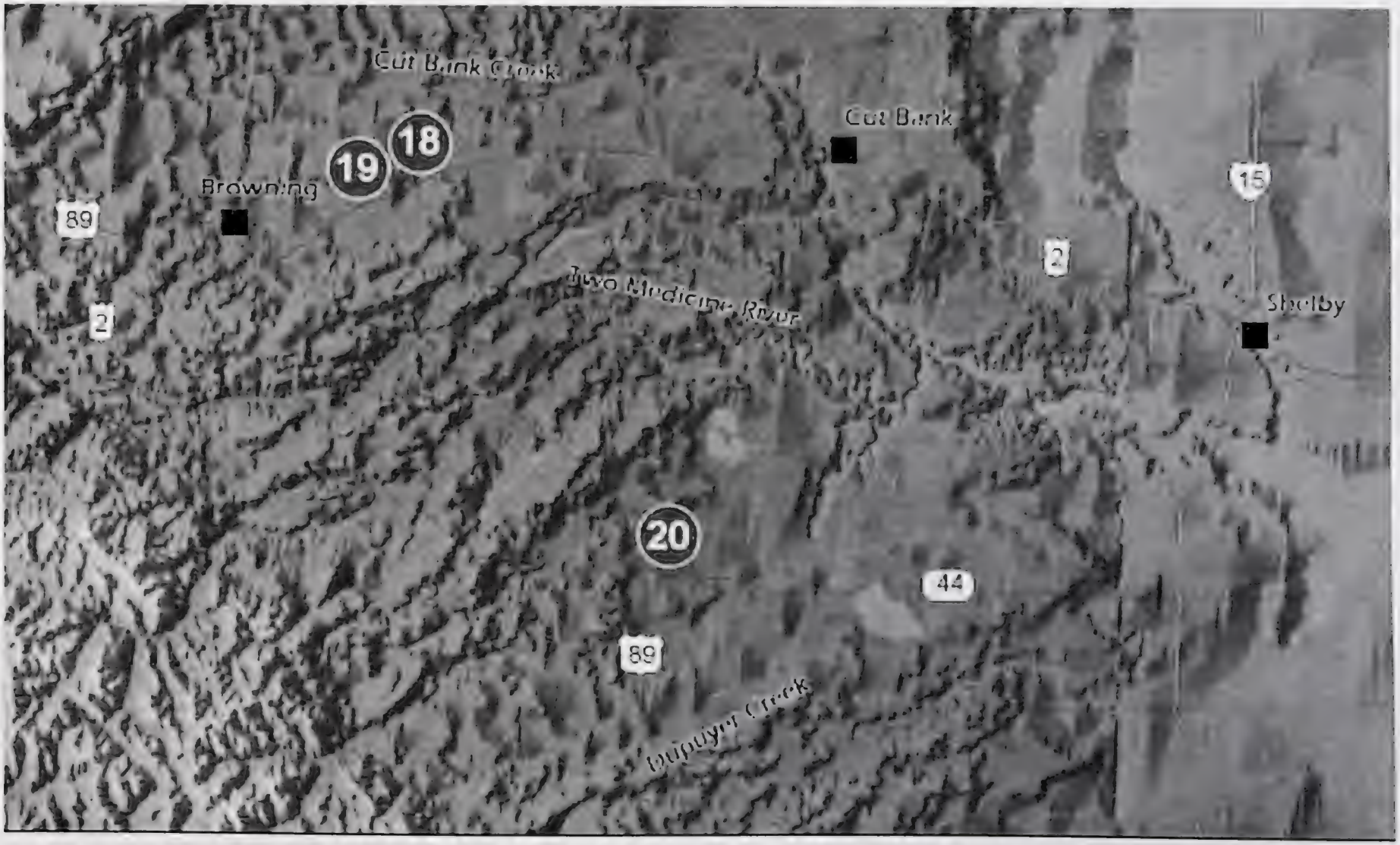
	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
7	Lost Trail Pass	Travel route 1805-1806	Geographic feature: Continental Divide and watersheds	Travel routes over the mountains: Indians, miners, trappers, early settlers, Nez Perce war route
8	Freeway to History	Travel route		Historic travel routes
9	Spring Gulch	Travel route and quote noting food, weather, and water crossing		
68	Ross' Hole			History of Alexander Ross' fur brigade through Bitterroot Valley
69	Trapper's Peak	Travel route 1805-1806	Bitterroot Mountains	Local history
53	Fort Owens	Background history and mission of Expedition		Flathead tribal history Fort Owens history
22	Travelers Rest	Travel route and campsite 1805-1806	Lolo Creek confluence	Salish history
11	Lolo Trail	Travel route 1805-1806	Lolo Creek through the Bitterroots	Trail use through time
12	Anderson Gulch	Travel route 1805-1806	High ridgelines above valley	

GLACIER COUNTRY I – EXISTING SITES

	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
70	"Verry bad crossing"	Travel route 1805-1806		
62	Lewis and Clark campground	Expedition diet	Animals on which the Expedition depended	
56	Howard Creek	Travel route 1805-1806 Camped at old Indian lodges		Historic trail use over Lolo Pass
13	Lolo Hot Springs	Travel route 1805-1806 Camp description	Very brief mention of hot springs features	Use of the hot springs through time
14	Lee Creek	Travel route 1805-1806 Packing for the Expedition		
15	Lolo Pass Visitors' Center	History and mission of Expedition Crossing the Bitterroots	Plants and animals of the Bitterroots	Nez Perce Trail Forest Service history
21	Hellgate	Mentions Lewis's route east up the Blackfoot River		Mentions Salish "Road to the Buffalo" Mullan Road Western Lumber Company

OPPORTUNITIES ON THE LANDSCAPE

GLACIER COUNTRY II



GLACIER COUNTRY II – POTENTIAL

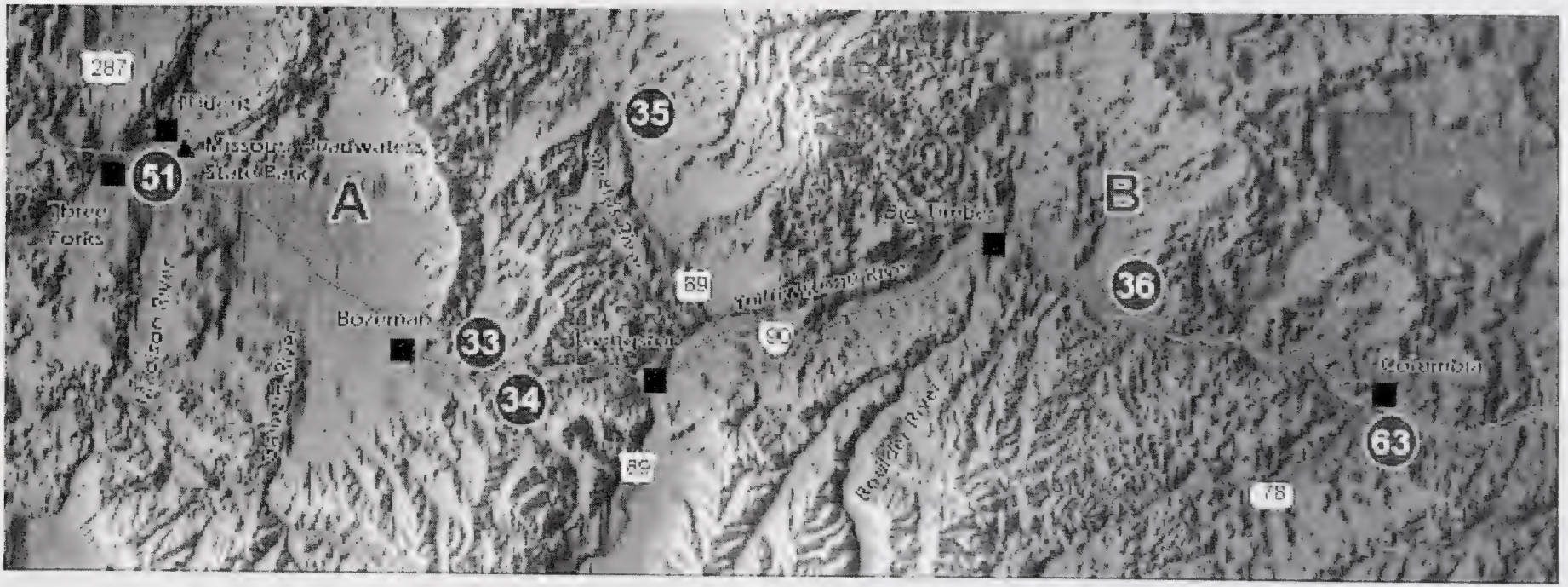
DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
July 21, 1806 Lewis & Marias Party Cut Bank Creek, Sw of Cut Bank Glacier County	Lewis & 3 men on horseback exploring the upper reaches of the Marias River Lewis had hopes that its source would be above 50 degrees latitude, thus stretching the territory of the Lousisiana purchase. Cut Bank Creek in narrow canyon No firewood; used buffalo dung for fire	Geology of Marias & Cut Bank Creek Ecology of Cut Bank area	Jefferson's desire for maximum territory Terms of Louisiana Purchase Lewis's dislike of British Desire to divert part of fur trade from the Saskatchewan region
July 22 - 25, 1806 Lewis & Marias Party Camp Disappointment Cut Bank Creek, about 12 miles NE of Browning Glacier County	Recently abandoned camps nearby Lewis believed Gros Ventres in area "Whistleing squirrels" "Cottonwood common to the Columbia" White rock in horizontal layers No game to be found Eating root mush & passenger pigeons Weather cold & rainy Clouds frustrating attempts to take observations for latitude & longitude	Columbian ground squirrel life history Black cottonwood life history Geology of local sandstones Passenger pigeon life history	Tribal use of area History of Gros Ventres on High Plains Methods of determining latitude & longitude in the field
July 26, 1806 Lewis & Marias Party Two Medicine River below Badger Creek, Pondera County	Lewis gave up on observations & headed for mouth of Marias Passed tribal winter camp Encountered several Piegans & horses: Lewis thought they were Gros Ventres Camped together for the night Smoked & talked in sign language Told Lewis of white man with their band		Wintering on the High Plains Blackfeet tribes of the High Plains Lewis's message of trade & peace Blackfoot tradie with British Presence of white traders in the area
July 27, 1806 Lewis & Marias Party Few miles west of Fort Benton Chouteau County	Famous encounter with Blackfeet, leaving 1 man dead & another injured Lewis reclaimed flag, left peace medal Lewis & men took 4 best Indian horses Riding toward the Missouri at top speed		Blackfoot version of encounter

GLACIER COUNTRY II – EXISTING SITES

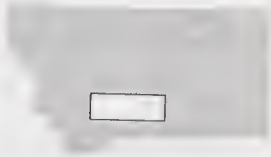
	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
18	Camp DIsappointment	Lewis's turn-around point On the Marias watershed		
19	Farthest Point West	Commemorates the most NW point of the Expedition		
20	Captain Meriwether Lewis	Lewis's fight with the Blackfeet		

OPPORTUNITIES ON THE LANDSCAPE

YELLOWSTONE COUNTRY



YELLOWSTONE COUNTRY – POTENTIAL



AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
A	Yellowstone Country Regional Topics	Abundant beaver & otter Abundant deer, elk, antelope Enormous herds of buffalo Frequent signs of tribal presence Short grass & riparian trees	Beaver & otter life histories Game animals of the High Plains Bison life history Shortgrass prairie ecosystem	Role of beaver & otter in tribal cultures Role of game in tribal cultures Role of bison in tribal cultures Tribal distribution in area
	July 25, 1805	Clark arrived at Three Forks, scouting ahead of main party Plains recently burned	Geology of Three Forks	Tribal uses of Three Forks area Native fire practices
	July 27 - 29, 1805 Main Party Three Forks: Gallatin River Madison River Jefferson River	Main party reached Three Forks Lewis taking observations for latitude & longitude: "an essential point in the geography of this western part of the Continent" Named branches for Jefferson & his Secretaries of State & Treasury Sacajawea recognized camp as site of her band's attack by Hidatsas Live sandhill crane caught by hunters Lewis scouting site for fort	Sandhill cranes in central Montana	Methods of determining latitude & longitude in 1805 Three Forks area as hunting ground for several tribes History of fur trade in Three Forks area; story of John Colter and Blackfeet
	Clark's Party Eastbound July 13, 1806 Three Forks	Clark's party split at Three Forks Ordway with 6 canoes & 10 men continued down Missouri Clark with 10 men, Sacajawea & Pomp proceeded overland with 49 horses		
	Clark's Party Eastbound July 13, 1806 Gallatin River, @ 1 mile E of Logan Gallatin County	Clark's party following Gallatin River Sacajawea pointing out landmarks & advising on route Abundant wildlife "Hillsides contain hard white rock"	Fauna of the Gallatin Valley Geology of the Gallatin Valley	Route followed by Flatheads and Bannocks to hunt buffalo

YELLOWSTONE COUNTRY – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
	Clark's Party Eastbound July 14, 1806 Kelly Creek, 3-4 miles E of Bozeman	Sacajawea steering party toward trail through gap in mountains Many old buffalo trails	Historic range of bison	Sacajawea told Clark that former buffalo were hunted out by Shoshones
A	Clark's Party Eastbound July 15, 1806 Yellowstone River, 3 miles below Shields River, Park County	Followed well-beaten buffalo trail over Bozeman Pass in the Bridger Range Followed Billman Creek to the "Roche Jhone" (Yellowstone) River Clark marked name, date, & distance of portage in red paint on cottonwood Shrubs, rushes, rye in river bottoms	Geology of Bridger Range Riparian ecosystem	Tribal uses of Bozeman Pass Historic significance of Bozeman Pass
	Clark's Party Eastbound July 16, 1806 Yellowstone River, just below mouth of Little Timber Creek, Sweet Grass County	Hunter killed first buffalo since last year Made moccasins of buffalo skin for horses' sore feet Clark searching for trees large enough to build canoes Silkgrass, sunflowers, wild indigo "small fish with mouth like sturgeon" Dark rocks in perpendicular layers	Flora of Yellowstone Valley mountain sucker - new to science Geology of exposed sandstones	
B	Clark's Party Eastbound July 17, 1806 Yellowstone River, 1-2 miles below mouth of Hump Creek, Sweet Grass County	Passed Boulder River on south Passed old Indian hut of logs & bark; Sacajawea explained it was defensive fort built by war parties Work Creek Saw "a Single Pelicon"	Pelicans on the Yellowstone	Tribal routes through Yellowstone Valley Plains war lodges Site of altercation between Blackfeet & Missouri Fur Co. traders in 1823
	Clark's Party Eastbound July 18, 1806 Yellowstone River Small island about 3 miles West of Columbus, Stillwater County	Riding overland to cut bends in river Gibson fell & pierced thigh on snag Smoke in plains to SE Clark thought it a signal from Crow Ind. Passed Indian "fort" near Berry Creek Great quantities of ripe currants	Wild fruits of the Yellowstone Valley	Tribal uses of fire See July 17, 1806

APPENDIX IV THEME LOCATIONS

YELLOWSTONE COUNTRY – POTENTIAL

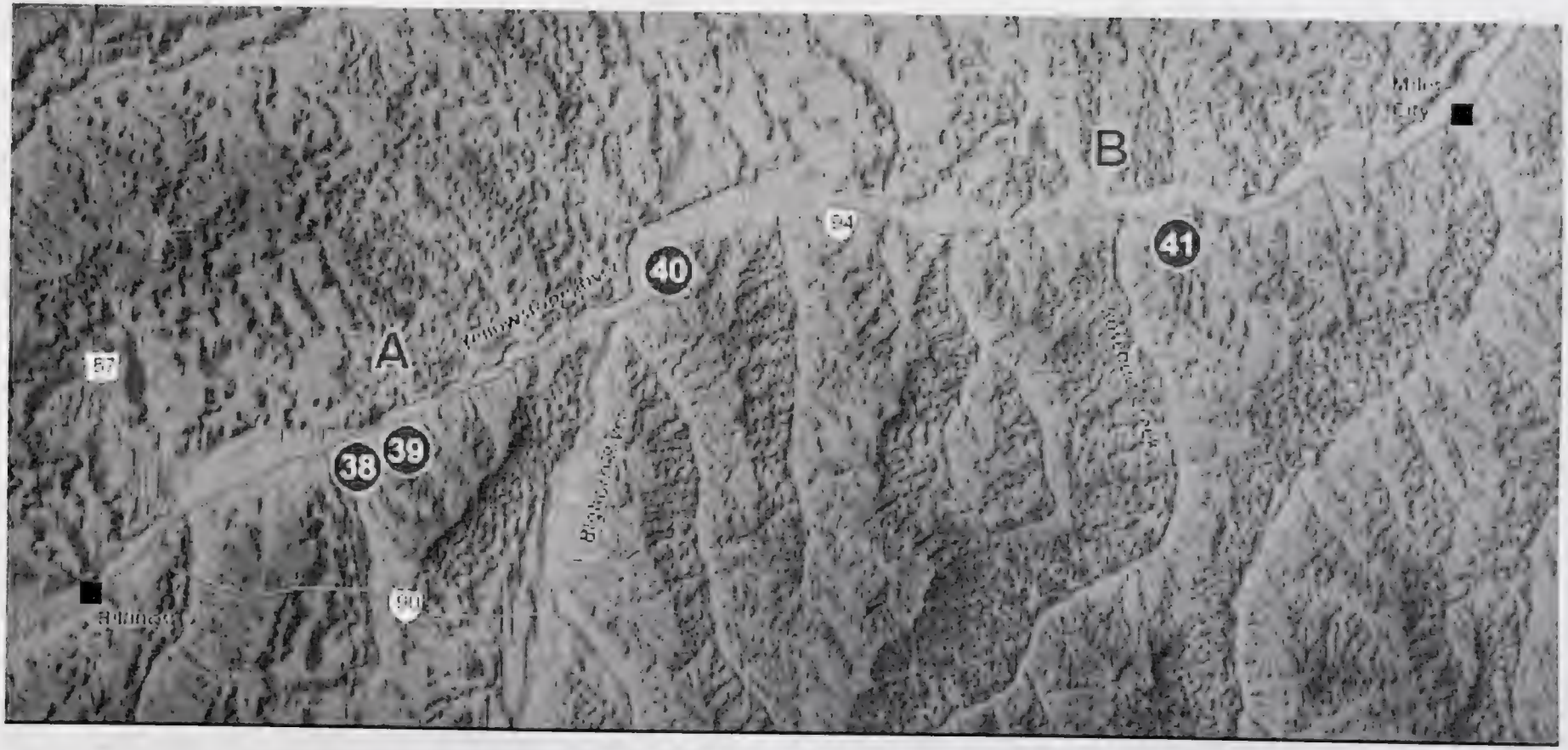
AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
B	Clark's Party Eastbound July 19 -23, 1806 Canoe Camp Yellowstone River, south of Park City Stillwater County	Gibson's wound very painful; Clark made a couch of skins & blankets to mount on horse Searching for wild ginger for poultice Stillwater River named "Rose Bud River" by Clark after tribal name Passed Indian "fort" below Stillwater Charbonneau saw Indian in distance "Sworms of grasshoppers have distroyed every Sprig of Grass for maney miles" Two grizzlies chased Shields on horse Yellowish bluffs below Stillwater River Found cottonwoods for 2 dugout canoes Men building boats, oars, poles June 21: Half of horses missing June 23: Found moccasin & rope: Clark decided Crow raiders stole horses	Wilderness medicine Rocky Mountain locust life history Grizzlies in Yellowstone Valley Geology of local sandstones Cottonwood life history	Tribal name for river Tribes frequenting Yellowstone Valley Crow tribe of the Yellowstone Valley Role of grizzlies in Crow culture Role of cottonwoods in Expedition & in Crow culture Horse thievery among Plains Indians

YELLOWSTONE COUNTRY – EXISTING SITES

	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
33	Gallatin Valley	Expedition's passing		Bozeman Trail Fort Ellis
34	Bozeman Pass	Expedition's passing Sacajawea's role in finding the pass		Bozeman Jim Bridger
35	Shield's River	Mentions Clark's passing at mouth of river		Jim Bridger's wagon road
36	Captain William Clark	The construction of dugouts for the trip down the Yellowstone		
51	Missouri Headwaters	Expedition mission and history Sacajawea's capture story	Three rivers landforms Missouri headwaters	Fur trade history Gallatin City Homesteading
63	Itch-ke-pe Park	Expedition's passing	Rosebud River	Indian name for wild rose

OPPORTUNITIES ON THE LANDSCAPE

CUSTER COUNTRY I



CUSTER COUNTRY I – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
	Custer Country Regional topics	Frequent signs of tribal presence Immense herds of buffalo Large numbers of deer, elk, antelope Large numbers of wolves Abundance of beaver Treeless plains covered with grass Cottonwoods, willows, & shrubs	Bison life history Grazers of the Yellowstone Valley Wolves in the Yellowstone Valley Beaver life history Shortgrass prairie ecosystem Riparian ecosystem	Tribal use of Yellowstone Valley Role of bison in Crow culture Role of game animals in Crow culture Role of wolves in Crow culture Beaver trade on the Yellowstone River Role of cottonwood in Crow culture
A	Clark's Party Eastbound July 24, 1806 Yellowstone River, just below mouth of Dry Creek, Yellowstone County	Lashed 2 dugouts together & set off Pryor departed with 3 men taking horses overland to Mandan villages Passed Clarks Fork of the Yellowstone High black bluffs along river Large "Council lodge" described "Sweet Grass which the Indians plat" "High clift of yellowish gritty stone"	Geology of local shales Sweetgrass life history Geology of Sacrifice Cliff	Pryor's journey Hidatsa name for Clarks Fork: "The lodge where all dance" Sun Dance ceremony of Crow tribe Role of sweetgrass in Crow culture Tribal traditions of Sacrifice Cliff
	Clark's Party Eastbound July 25, 1806 Yellowstone River, below mouth of Fly Creek, 2 miles NE of Pompey's PIllar Yellowstone County	Buffalo bellowing all night Named "Pompy's Tower" for little Pomp Clark carved name & date in tower "Gang of about 40 Big horn animals" Clark dug large fossil from cliff	Buffalo rutting season (See Region) Geology of Pompey's Pillar Bighorn sheep in Yellowstone Valley Dinosaurs of the Yellowstone Valley	✔ Laroque to Pompey's Pillar in 1805 Tribal traditions of Pompey's Pillar Role of bighorn sheep in Crow culture Jefferson's interest in fossils
B	Clark's Party Eastbound July 26, 1806 ABout 1/2 mile up Big Horn River Treasure County	Big Horn River: Clark explored 7 miles upstream & determined it was navigable for canoes Big Horn water muddy & brown	Geology of Big Horn & local shales	Big Horn River named on Clark's Hidatsa map from Fort Mandan Site of Manuel Lisa's 1807 trading post
	Clark's Party Eastbound July 27, 1806 Yellowstone River, about 2 miles above Big Porcupine Creek, Rosebud County	Clark marked name in red paint on cottonwood on Big Horn "rock resembling a house and chimney" Gangs of elk lying on points of river	Geology of Chimney Bluffs Elk in the Yellowstone Valley	Role of elk in Crow culture
	Clark's Party Eastbound July 28, 1807 Yellowstone River, small island opposite Rosebud Creek, Rosebud County	"glideing down this smooth stream" "saw a wild cat lying on a log" Not out of sight of elk all day "straters of coal in the banks"	Bobcat life history See July 27, 1806 Geology of coal formations	Role of bobcat in Crow culture Coal mining history of eastern Montana

✔ See page 349 for how this could be developed into a storyline, which could then be reduced to sign text.

CUSTER COUNTRY I – EXISTING SITES

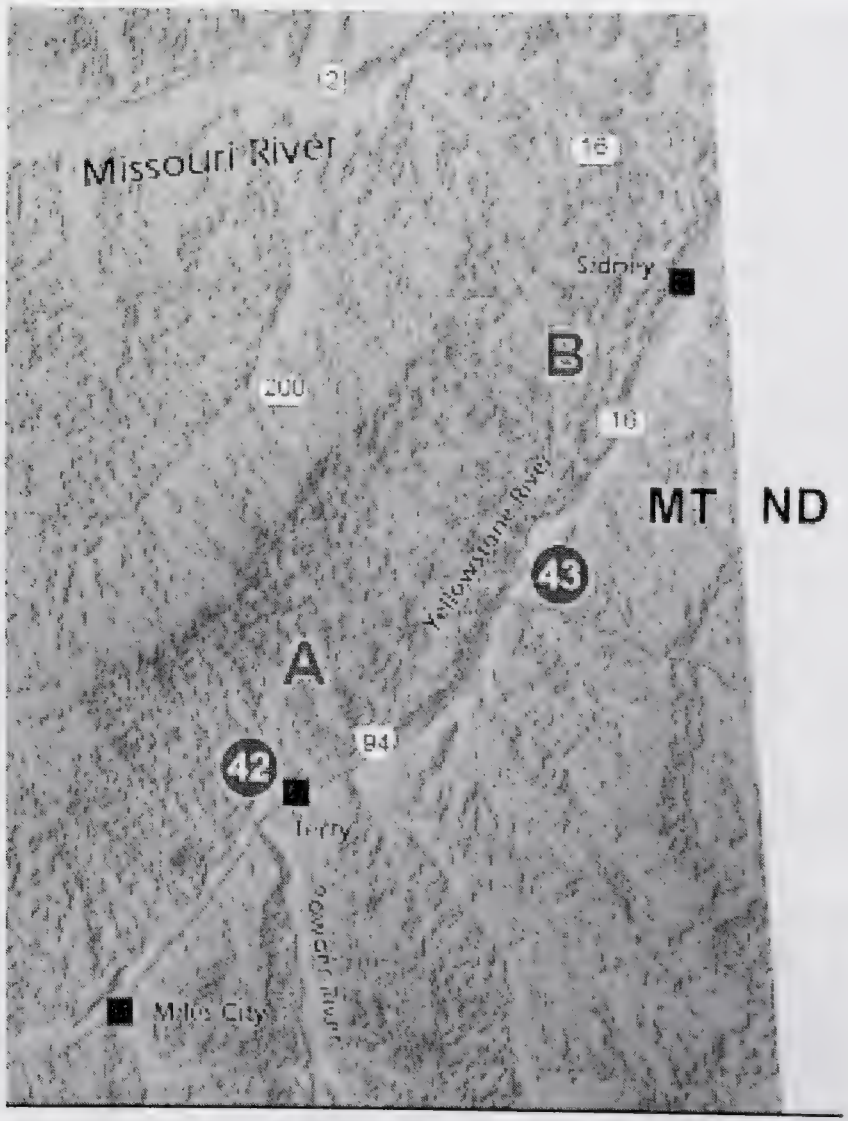
	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
38	Pompey's Pillar MDOT	Clark's signature	Landform	7th Calvary campsite
39	Pompey's Pillar	Clark's signature Campsite on downriver trip	Landform Abundance of game Clark viewed from here	Indians had carved many petroglyphs here
40	Junction of Big Hole River	Only notes passing of Clark's party	Watershed landform	Fur trade history Indian wars
41	Rosebud River	Only notes passing of Clark's party	Watershed landform Buffalo herds	Fur trade history

Pompey's Pillar

Grave near Powder River

OPPORTUNITIES ON THE LANDSCAPE

CUSTER COUNTRY II



CUSTER COUNTRY II – POTENTIAL

AREA	DATE & CAMPSITE	JOURNAL OBSERVATIONS	NATURAL HISTORY	HUMAN HISTORY
	Clark's Party Eastbound July 29, 1806] Yellowstone River, just below & opposite Tongue River, Custer County	"Lazeka or Tongue River" "great quantities of coal in all the hills" "a Soft Shell turtle"	Geology of coal (see July 28,1806) Western spiny soft shell turtle life history	Hidatsa information on Tongue River Coal mining history (see July 28, 1806)
A	Clark's Party Eastbound July 30, 1806 Yellowstone River near Crooked Creek Prairie County	Passed 4 dry creeks, lately flooded Buffalo Shoals: 6-mile series of shoals Powder River: Named Red Stone River "great quantity of red stone" Violent storm: took shelter in old lodge	Seasonal creeks & rivers on the plains Geology of Buffalo Shoals Geology of clinker on Powder River	Tribal uses of clinker
	Clark's Party Eastbound July 31, 1806 Yellowstone River, about 7 miles SW of Glendive, Dawson County	Grizzly feeding on dead buffalo Hills of "various colored earth & coal" "Curious formed mounds & hills"	Grizzlies in the Yellowstone Valley Geology of local sedimentary rocks Geology of erosion of sandstone	Role of grizzlies in Crow culture
B	Clark's Party Eastbound August 1, 1806 Yellowstone River, below Cottonwood Creek, near Wibaux/Dawson Co. line	Rain & wind driven waves "situation is a very disagreeable one" Obliged to land for 1 hour to let herd of buffalo cross river "low pine & cedar" on hills "ash timber in high bottoms"	Summer bison herds Limber pine & Rocky Mtn. juniper Green ash life history	Demise of Yellowstone bison herds
	Clark's Party Eastbound August 2, 1806 Yellowstone River, McKenzie County, North Dakota	Threading way through buffalo crossing river Bighorn sheep in high rugged hills Saw wolves in pursuit of doe elk Chased downriver by swimming grizzly	See August 1, 1806 See July 25, 1806	See August 1, 1806

CUSTER COUNTRY II – EXISTING SITES

	SITE	LEWIS & CLARK	NATURAL HISTORY	HUMAN HISTORY
42	Powder River	Only notes passing of Clark's party		U.S. Army supply depot
43	Glendive	Only notes passing of Clark's party	Abundance of game	Cattle ranching

A Bigger Story

Which concepts and information would you draw from this story to develope sign text ?

ACROSS THE HIGH PLAINS

On the morning of April 27, 1805, a small flotilla of boats set off from the junction of the Missouri and the Yellowstone Rivers, headed upstream. Two flat-bottomed pirogues and six dugout canoes carried two U.S. Army captains, three sergeants, twenty-three privates, one Negro slave, two French-Canadian interpreters, one young woman with a three-month old child, and one Newfoundland dog. This was the Corps of Discovery, led by Meriwether Lewis and William Clark, on the way to the Pacific Ocean. During the month of May of 1805, the boats made their way up the Missouri, traveling almost due west. The current of the river was relatively gentle here in its course across the High Plains, and the expedition made steady progress upstream. Even though spring had arrived, nights were still chilly, with water sometimes freezing on the oars in the morning as the men rowed. On May 2, William Clark observed: "A verry extroadernaley Climate, to behold the trees Green & flowers Spred on the plain, & Snow an inch deep."

Bodmer painting: Junction of the Yellowstone River with the Missouri

Glimpse into the past

What graphics and artwork are most effective in expressing your story?

"THE WIND ROSE"

One of the greatest obstacles faced by the Corps of Discovery on their voyage through the High Plains was the wind. Headwinds sweeping across the open prairies were often so strong that the men had to walk on shore and pull the boats upriver by long tow ropes. At other times, they were able to take advantage of more favorable breezes by hoisting their sails and logging up to twenty-five miles a day. But speed had its hazards, as they discovered on May 14 when a strong gust of wind upset the white pirogue with three non-swimmers, a baby, and a great deal of precious cargo on board.

SHORTGRASS PRAIRIE

"the wind rose and continued to blow verry hard a head, which blew the Sand off the Points in Such clouds as almost Covered us on the opposit bank." (Clark, April 27)

"the wind rose so high, that our small canoes could not stand the waves." (Patrick Gass, May 1, 1805)

"Along the Missouri and the waters which flow into it, cotton wood and willows are frequent in the bottoms and islands; but the upland is almost entirely without timber, and consists of large prairies or plains the boundaries of which the eye cannot reach. The grass is generally short on these immense natural pastures, which in the proper seasons are decorated with blossoms and flowers of various colours." (Patrick Gass, May 27, 1805)

The climate of the northern plains is one of long cold winters and short hot summers, with about ten inches of precipitation a year - enough to support grasses and certain shrubs, but not enough for continuous forest. Tress do grow along streams and rivers, but outside these ribbons of green lies the vast sea of the shortgrass prairie. Along with a wide variety of grasses, the prairies nurture a profusion of forbs that are especially adapted to the rigors of drought, extreme temperatures, wind, and fire. Botanists have counted over two hundred species in one acre of prairie, from quick-blooming annuals to long-lived perennials to small shrubs. Together these plants form an umbrella over the soil, conserving precious moisture and preventing erosion by wind and water. As the foundation of the prairie ecosystem, these diverse plants nourish an array of insects, birds, and mammals throughout the year. Today, only remnants of the grasslands seen by Lewis & Clark remain, for much of the prairie was converted to wheat fields during the homesteading era early in the twentieth century.

A Bigger Story

Which concepts and information would you draw from this story to develop sign text ?

EXPLORING THE POSSIBILITIES

As their flotilla advanced up the Missouri, it became the custom of the captains to take turns walking on shore, where they would explore tributaries, help hunt for game, and survey the surrounding countryside. The interpreter Charbonneau and his Shoshone wife often accompanied the captains, with Sacagawea sometimes gathering interesting plants and explaining the ways in which they were used by the tribes. The captains' notes on food plants such as breadroot, currants, lomatium, camas and sunflower seeds offer some of the earliest written accounts of traditional plant foods.

Edible roots and berries formed an important part of the diets of both plains and mountain tribes, and the people maintained a keen awareness of the habitats and life histories of the cornucopia of plants around them. A map of Montana drawn by a Blackfoot Indian in 1801 clearly identifies rivers, mountains, and berry patches, demonstrating how the seasonal rounds of the nomadic tribes were determined not only by the movements of buffalo herds, but by the ripening times of certain fruits and edible roots. Most of these were harvested within a tight window of time and carefully dried and stored for winter use.

Plants also played an essential role in tribal medicines. Meriwether Lewis, whose mother was a well-known herbalist in Virginia, had a particular interest in medicinal plants. At one point on the journey, overcome by intestinal pains, he treated himself with a strong chokecherry bark tea.

NEW TO SCIENCE

The plants and animals described and collected by Lewis and Clark during their sojourn in the future state of Montana included many that were previously unknown to scientists of the time, including:

Plants	Birds & Animals
Bitterroot	Clark's nutcracker
Golden currant	Cutthroat trout
Greasewood	Grizzly bear
Great-flowered gaillardia	Kit fox
Large monkey flower	Lewis's woodpecker
Lewis's wild flax	Mountain goat
Owl's clover	Pack rat
Narrow-leafed cottonwood	Prairie rattlesnake
Needle and thread grass	Sage grouse
Rocky Mountain maple	Shiras's moose
Silvery lupine	Western meadowlark
Sitka mountain ash	Yellow-bellied marmot
Sticky currant	
Western blue-flag	
Western paper birch	

Glimpse into the past

What graphics and artwork are most effective in expressing your story?

COLLECTING THE WEST

Among the instructions that President Thomas Jefferson gave to Lewis and Clark before they left the United States was a directive to describe and collect the animals and the "vegetable productions" of the western regions, particularly any that were unknown in the East. Accordingly, the captains described many new and unusual species, and made room in their baggage for seeds and pressed plants as well as the skins and skeletons of numerous birds and animals such as the grizzly bear, bighorn sheep, and Lewis's woodpecker. These specimens are now scattered at museums and archives around the country. Many of their carefully preserved plants can still be seen at the Lewis and Clark Herbarium in Philadelphia.

Prairie Turnip

A Bigger Story

Which concepts and information would you draw from this story to develope sign text ?

"A HANDSOME BOTTOM OF SMALL COTTONWOOD TIMBER"

Growing along creeks and streams and in wide river bottoms, the tall crown of the cottonwood tree signals the presence of water on the western prairies. Paul Cutright, a scholar of the Lewis and Clark expedition, wonders how the Corps of Discovery possibly could have made it across the continent without the aid of this tree. Like generations of Native Americans, the expedition found the cottonwood very useful. The dugout canoes they paddled upstream from Fort Mandan to the Rockies and back again were all carved from cottonwoods. The wheels on the carts that hauled their cargo across the portage at the Great Falls were sawn from a single cottonwood tree. Groves of cottonwoods provided welcome shade at noontime and sheltered campsites at night. Cottonwood logs burned in their campfires all across the plains, while living "Cotton trees" provided a slate on which Captain Clark carved his name from time to time.

A POPLAR BOTH NARROW AND BROAD OF LEAF

Named for the cottony down that encases its seeds, the cottonwood is the only tree of any size on the high plains. It survives in this arid land by staying close to watercourses and sending deep roots 30-40 feet beneath the surface in search of moisture, then storing large amounts of water in its soft tissues. Its thick bark insulates against cold, heat, and wind, while its fast growth takes maximum advantage of good weather.

Cottonwoods play an important role in the ecosystem of the plains. Their spreading branches shade lower plants and provide nesting sites for birds from eagles to songbirds. Dead trunks supply homes for woodpeckers, owls, and small mammals. Beavers eat cottonwood bark and use its timber for dams, sometimes felling trees three feet in diameter.

Two species of cottonwoods grow on the Montana prairies: plains cottonwood and narrow-leafed cottonwood, which was first observed by William Clark on June 6, 1805, near the mouth of the Marias River. The narrow-leafed cottonwood is a smaller tree that ranges partway up into the Rockies, whereas its broad- leafed cousin lives mainly on the plains.

THE COTTON TREE

Cottonwood was an important resource for the native tribes of the northern plains, who devised many applications in addition to its obvious uses for fuel and shelter.

Narrow-leaf Cottonwood

Plains Cottonwood

Glimpse into the past

What graphics and artwork are most effective in expressing your story?

Cottonwood bark and twigs provided nutritious food for horses when grass was covered with snow.

The sweet inner bark and sap were relished by the Flatheads and Blackfeet, who peeled the bark in spring when the sap was running.

When preparing for a horse raid, Blackfeet warriors would rub themselves with cottonwood sap to disquise their human scent.

Several tribes obtained a yellow dye from cottonwood buds.

Flatheads chewed cottonwood bark for colds, made poultices from its leaves for bruises and sores, and drank tea made from young branches and buds

A VERY EXTRAORDINARY LODGE

On the morning of July 13, 1805, Meriwether Lewis was walking along the banks of the Missouri south of the great falls when he came upon "a very extraordinary Indian lodge, or at least the fraim of one; it was formed of sixteen large cottonwood poles each about fifty feet long..." The detailed description that Lewis penned of this structure sounds exactly like the Medicine Lodge that many of the Plains tribes constructed for their ritual Sun Dances.

Although the details of the Sun Dance varied from tribe to tribe, cottonwood trees often played an important role. The center pole of the lodge, which was ceremoniously blessed before being cut and hauled to the site, was usually the trunk of a cottonwood with a fork near its top. This pole stood at the center of the lodge with its branches lifted toward the sky, a symbolic link between the earthly and the spiritual worlds.

A Bigger Story

Which concepts and information would you draw from this story to develope sign text ?

TRIBES OF THE NORTHERN PLAINS

From the mouth of the Yellowstone to the headwaters of the Missouri, Lewis and Clark encountered not a single native tribe, but they did find frequent evidence of their presence. Native trails ran beside the river, and the Americans often noted old campsites and hunting lodges. While hunting below the Poplar River, Joseph Fields came upon several yards of scarlet cloth suspended on the bough of a tree. Lewis speculated that the cloth had been left as a religious offering by the Assiniboines, a tribe whose hunting grounds lay north of the river. A few days later, Clark thought he saw smoke up the Milk River, and on May 10 a stray dog wandered into camp. Near the mouth of the Judith, the men found a skin "football", and the next day, May 29, Lewis counted the remains of 126 campfires, near which he found a pair of worn moccasins. Sacajawea examined the moccasins and "informed us that they were not of her nation the Snake Indians, but she believed they were some of the Indians who inhabit the country on this side of the Rocky Mountains and North of the Missoury."

Indian Camp at Dawn, Jules Tavernier

Glimpse into the past

What graphics and artwork are most effective in expressing your story?

BUFFALO HUNTERS

As the Corps of Discovery traveled the Missouri and the Yellowstone Rivers back and forth across the high plains, they passed through the hunting grounds of several tribes, including the Assiniboines, the Crows, the Blackfeet, and the Gros Ventre. These nomadic bands of hunters harvested a variety of animals, roots, and berries, but bison formed the mainstay of their existence. Depending on the season and the number of animals nearby, the tribes had several methods for downing the enormous beasts.

Hunters on foot would work the edges of a herd, draping themselves with wolf skins to avoid spooking the animals. After the advent of horses, riders would cut choice cows or bulls out of a group. In winter, men hunted on snowshoes, driving the bison into deep snowdrifts. In late summer, when the bulls were at their fattest, bands would gather for a large hunt in which many animals would be taken. In the right terrain, bison were driven over the edge of a cliff, or pishkin. In other places they were surrounded and herded into a canyon or natural corral where waiting hunters finished them off.

FROM HORN TO HOOF

After the buffalo was killed, almost every part of its body found a use:

Brains - tanning hides

Hair - halters and bridles; ornaments; stuffing for balls

Horns - ladles, cups, powder horns, ceremonial headdresses

Hooves - tipi door knockers & ceremonial rattles

Hump ribs - knives

Paunches - cooking pot

Rawhide - shields, drums, ropes, bullboats

Rib bones - childrens' sleds; gaming pieces

Sinews - bow strings and sewing thread

Skulls - ritual purposes

Stomachs - water buckets

Tails - fly swatters & ritual whisks

Medicine Whisk

Sled

A Bigger Story

Which concepts and information would you draw from this story to develope sign text ?

AN INTERESTING QUESTION

Carl Bodmer, Mouth of the Marias

Late on the afternoon of June 2, 1805 the Corps of Discovery came upon "a very considerable river" flowing from the north. This was a puzzling development, for the Hidatsas at Fort Mandan had not mentioned a major fork in the river anywhere near this spot. (The Hidatsa, traveling by land, had taken a route that avoided a northerly bend in the river at this point, thus missing the junction.) Lewis and Clark decided to explore each river upstream for a couple of days before making a decision that could drastically affect the outcome of their expedition.

When they reconvened at their base camp a few days later, the captains employed their "cogitating faculties." They charted the courses gained from their explorations, and noted that the North Fork had the same muddy color & roiling character as the Missouri. The South Fork was the wider, and its waters ran clear & smooth over a bed of stones. Based on information from the Hidatsas that the Missouri was clear at the great falls and that the falls lay south of the sunset, coupled with their own knowledge of British explorations along the Rockies and their deductions that a rocky river bottom indicated a source in mountainous country, they agreed that the South Fork was the Missouri. The majority of the men were equally certain the North Fork was "the true genuine Missouri," but said that "they were ready to follow us any wher we thought proper to direct."

Lewis named the north fork Maria's River in honor of a cousin and branded several trees near the junction. In case their deductions were wrong, the captains decided that Lewis should hurry up the south fork on foot while Clark followed with the boats. Three days later, Lewis was walking across the plains when "my ears were saluted with the agreeable sound of a fall of water and...I saw the spray arise like a column of smoke." He had reached the great falls of the Missouri.

"An interesting question was now to be determined, which of these rivers was the Missouri."

Glimpse into the past

What graphics and artwork are most effective in expressing your story?

CANADIAN MAPMAKERS

"I now began more than ever to suspect the varacity of Mr. Fidler or the correctness of his instruments." (Lewis, June 8, 1805)

The Mr. Fidler of doubtful veracity was Peter Fidler, a fur agent and surveyor for the Hudson's Bay Company who made significant contributions to the mapping of western North America. Lewis was questioning some of the points of latitude credited to Fidler on a recent map. Along with his mentor Phillip Turnor anad his contemporary David Thompson, Fidler was part of a well-trained and systematic effort financed by the Hudsons Bay and Northwest Fur Companies to map the western prairies. During the 1790s and early 1800s, Fidler traveled up and down the Saskatchewan and became one of the first Europeans to explore the east front of the Rockies. He took readings for latitude and longitude whenever possible and constantly questioned tribal sources about the courses of western rivers. A map drawn in Fidler's datebook by the Blackfoot chief Ac Ko Mok Ki in 1801 shows the Rocky Mountains, the South Saskatchewan, the Missouri, & tributaries from the Milk and Marias to the Yellowstone and Big Horn.

Fidler sent his findings to the Arrowsmith firm in London, where they were plotted on the accepted maps of the time. Lewis & Clark had the latest version of Arrowsmith's maps, and Fidler's information that no large tributaries flowed east from the Rockies above 47 degrees latitude helped convince the Americans that the Marias was not the main fork of the Missouri.

THE MOUNTAIN COCK

While walking on the plains above the Marias River on June 5, 1805, Meriwether Lewis came upon "a flock of the mountain cock, or a large species of heath hen with a long pointed tail." This was the sage grouse, and Lewis's detailed description introduced the bird to the scientific world.

The domain of the sage grouse encompasses grassy foothills and sagebrush plains, where in summer they feast on fat grasshoppers and fresh green plants. Unlike other grouse, who forage on grain and woody buds, sage grouse have soft, membranous gizzards that cannot process such coarse food. When cold weather arrives, these black-bellied birds turn to a steady diet of sage leaves, and early explorers often remarked that a strong taste of the pungent herb lingered in their meat.

With the arrival of spring, sage grouse gather on their ancestral leks, or courting grounds. There the males puff out their showy chests and spread fans of pointed tail feathers as they produce distinctive booming sounds from inflated air sacs on either side of their neck. In response to these mating calls, the females choose a single harem male, then drift away to build a shallow nest of grasses.

A Bigger Story

Which concepts and information would you draw from this story to develope sign text ?

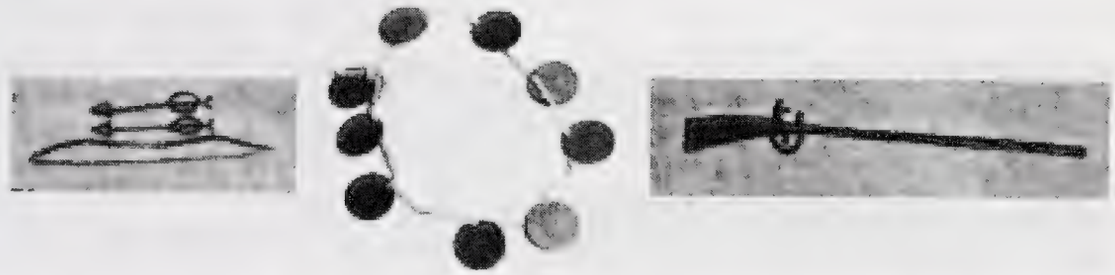
"A LARGE AND PLAIN INDIAN ROAD"

The first two weeks of August of 1805 were frustrating ones for the Lewis and Clark expedition. The Hidatsas had told them that they would need horses to cross the mountains, and that they would be able to obtain them from the Shoshones near Three Forks. But when they arrived there, the valley was empty.

As the Corps headed up the Jefferson River, its rapid current and winding course slowed their boats to a crawl. Sacajawea assured the captains that the summer retreat of her people was nearby, and Lewis and three men set off on foot to find them.

On the morning of August 10, near the upper reaches of the Beaverhead River, he came upon an "Indian road which led towards the point that the river entered the mountain." The next day, following this trail through the valley now known as Shoshone Cove, the Americans spotted an Indian on horseback. Lewis approached the man slowly, holding a handful of trinkets and calling out a phrase that he thought meant "I am a white man," but which might have sounded like either "Look at the sun" or "I am an alien" to a Shoshone ear. At any rate, the man turned his horse and trotted away. This was a disheartening setback for Lewis, but he decided to press on in hopes of finding the man's camp.

The next morning Lewis passed a meadow where people had been digging roots. Shortly thereafter "we fell in with a large and plain Indian road" that led through a narrow bottom and up a steep hillside to the top of a dividing ridge "from which I discovered immence ranges of high mountains still to the West." Lewis had reached Lemhi Pass on the Continental Divide, the traditional mountain crossing for many generations of the Lemhi band of the Shoshones.



TRADE ROUTES

During several days spent camping with the Shoshones at Camp Fortunate, Lewis noted a number of items that had come from far away from their homeland. Even though these people had never seen a white person before, they had items of European manufacture, illustrating the extensive network of the tribal trading routes that existed long before the arrival of white traders to their lands.

Horses and mules

Beginning in the 1700s, horses and mules from Spanish settlements in the Southwest filtered north through a succession of trading contacts, quickly becoming an essential part of the culture of the Shoshones and their neigboring tribes.

Tobacco

Lewis noted that the Shoshones did not grow their own tobacco, but traded it from the Crow Indians and some of their own bands to the south.

Seashell ornaments

The tribes along the Pacific coast collected higua shells, which they carried upstream on the Columbia to trading centers such as The Dalles.

Guns, beads, kettles, iron arrow points

Items manufactured in England and Europe were shipped to Hudsons Bay and the Great Lakes, where they made their way west along the Saskatchewan drainage and south to the trading centers such as the Mandan villages on the Missouri. The Shoshones told Lewis that they obtained their guns from the Crow Indians on the Yellowstone, who often traded with the Mandans and Hidatsas.

ANCIENT TRAILS

The trail across Lemhi Pass was the first of many tribal roads that Lewis and Clark would follow in the months to come. In several cases they were escorted by Shoshone or Nez Perce guides, whose judgment and knowledge proved indispensable to the success of the Expedition. Since the trails conformed to the geography of the landscape, it is only natural that many of today's highways flow along the ancient tribal routes.

The Road To The Buffaloe

"These people now informed me that the road which they shewed me would lead us to a river they called Cokahlarishkit, or the River of the Road to Buffaloe and thence to medicine river and the Falls of the Missouri." Lewis, July 3, 1806

Lolo Pass

"All the nations on the west side of the mountain with whom we are acquainted inhabiting the waters of Lewis's river & who visit the plains of the Missouri pass by this route." Lewis, July 4, 1806

Gibbons Pass

"The buffalo and the Indians always have the best route, and here both were joined." Clark, July 6, 1806

Travelers Rest to Camp Fortunate

"The road which we have traveled from travelers rest Creek to this place an excellent road. and with only a few trees being cut out of the way would be an excellent waggon road." Clark, July 8, 1806

Glimpse into the past

What graphics and artwork are most effective in expressing your story?

A Bigger Story

Which concepts and information would you draw from this story to develope sign text ?

THE GREAT CLEARING

In early September of 1805, a large band of Salish Indians was camped in a cove in the upper Bitterroot Valley that they called the Great Clearing. According to tribal oral traditions, a chief named Three Eagles was out scouting the surrounding area one morning when he spotted a group of about twenty strangers with pack horses. These people wore no blankets, which greatly puzzled the chief. He noticed that they traveled slowly and with no effort at concealment, from which he deduced that they were not a raiding party. Their hair was cut short, a sign of mourning. There was one man in the party with a black face. Chief Three Eagles decided that he must have painted his face for war and that his party was returning from a fight in which they had lost all their blankets.

The chief returned to his camp to alert his people, and when the strangers arrived they were greeted hospitably. The Salish brought buffalo hides for the new arrivals to sit on, and buffalo robes to cover their shoulders. The two leaders of the strange party offered a new kind of tobacco to smoke, but it was so strong that the Indians all began to cough. They mixed some kinnickinnick with the tobacco, which improved its flavor immensely. Dried meat was brought to the men to eat, but they seemed to think it was bark or wood.

Charles Russell, Lewis and Clark meeting the Flatheads in Ross' Hole

Glimpse into the past

What graphics and artwork are most effective in expressing your story?

PIPE OF PEACE

"those people recved us friendly, threw white robes over our shoulders & Smoked in the pipes of peace..." (Clark, September 4, 1805)

When Lewis and Clark rode into the valley now known as Ross Hole on the morning of September 4, they had just made an arduous mountain crossing and were tired and hungry. Clark recorded that the people camped there called themselves Oat la shoots and consisted of thirty-three lodges and about four hundred family members. During the two days that the Americans spent at their camp, the Oat la shoots brought them berries and roots to eat and gave them gifts of badger, otter, mountain goat, and antelope skins. In turn, Lewis and Clark gave peace medals, tobacco, and "a few Small articles" to four chiefs. They also noted that the tribe possessed "ellegant" horses in great abundance, and the captains were able to purchase thirteen horses and exchanged several of their inferior mounts for a "fiew articles of merchendize." After smoking and talking for two days, the Americans rode north on their new mounts toward the Lolo Trail, while the Oat la shoots headed south to rendezvous with the Shoshones at the Three Forks of the Missouri for their annual buffalo hunt.

SEVERAL LANGUAGES

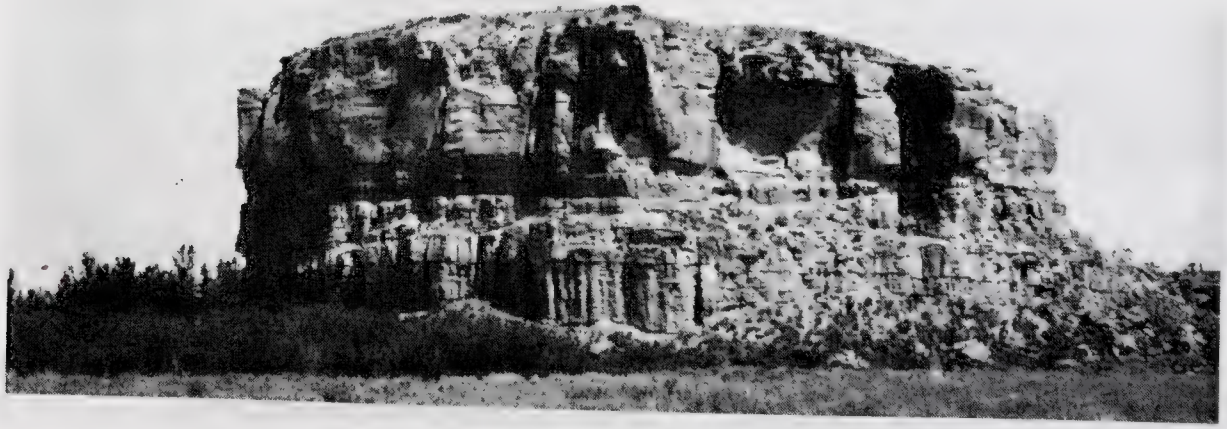
"we assembled the Chiefs & warriers and Spoke to them (with much dificuelty as what we Said had to pass through Several languajes..." (Clark, September 5, 1805)

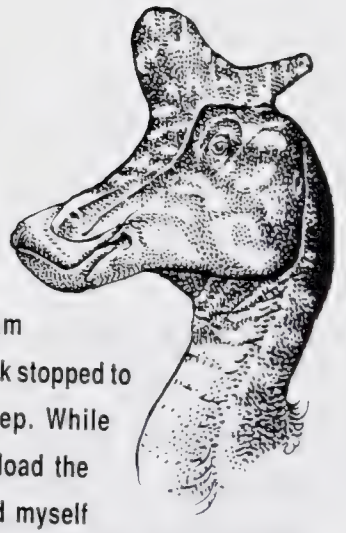
The "several languages" through which the two parties' words had to pass to each other were five in number. The Oat la shoots spoke a Salish language, from a different linquistic family than the Shoshone, so neither Sacajawea nor the Shoshone guide Old Toby was able to understand them. By chance there was a Shoshone boy living with the Oat la shoots who knew both languages, and he was able to translate from the Oat la shoots to Sacajawea, who then converted Shoshone words into Hidatsa for Charbonneau, who transferred a French word to the French-Canadian boatman Labiche, who delivered the English translation to Lewis & Clark. Before their departure, Lewis used this translation chain to record a brief vocabulary of the Oat la shoot language.

POMPEY'S TOWER

On July 25, 1806, on their way home from the Pacific, Captain Clark and his party were floating down the Yellowstone River in two dugout canoes when they noticed "a remarkable rock...200 feet high" on the southern shore. They landed and climbed a perpendicular cliff to find themselves standing on top of a sandstone tower with extensive views in all directions. Crow Indians called this landmark "The Mountain Lion's Home," and their legends tell of how the pillar was once attached to the bluffs to the north until it broke loose and rolled across the river to stand alone.

Clark named the monolith "Pompy's Tower," presumably after Sacajawea's young son Jean Baptiste, whom he called Pomp. Noting that Indians had made two piles of stone atop the tower and had engraved the figures of animals along one face, Clark etched his own name and date nearby. Although Clark was the first white man to leave an autograph in the tower's sandstone face, he was not the first to visit it. Almost a year earlier, in September of 1805, a French trader named Francois-Antoine Larocque had explored the Yellowstone and described a "whitish perpendicular rock on which was sketched in red soil a battle between three people on horseback and three others on foot."





THE RIB OF A FISH

A few miles downstream from Pompy's Tower, Clark stopped to shoot two bighorn sheep. While waiting for his men to load the carcasses, he "employed myself in getting pieces of the rib of a fish which was Semented within the face of the rock. this rib is 3 feet in length tho a part of the end appears to have been broken off." He knew that this fossil would be of great interest to Thomas Jefferson, who had instructed his captains to look for the remains of animals "that may be deemed rare or extinct." Jefferson was thinking of mammoth bones like those that had been found in Virginia, but he had no concept of the creature whose rib Clark scratched from the eroded bluff.

The cliff where Clark was digging belonged to a sandstone formation laid down about one hundred million years ago during the Cretaceous Period, also known as the Age of the Dinosaurs. The bone he extracted probably belonged to a large land dinosaur such as Hadrosaurus, Triceratops, or Tyrannosaurus, all of whom roamed the primordial landscape of eastern Montana.

A Bigger Story

Which concepts and information would you draw from this story to develope sign text ?

THE SAGA OF SERGEANT PRYOR

At midmorning on July 24, 1806, Clark and his party arrived at the mouth of a river they named Clarks Fork of the Yellowstone. Here they bade farewell to Sergeant Pryor and three men who were to herd the expedition's remaining horses overland from this point to the Mandan villages on the Missouri. As they were about to depart, Clark noticed that one of the men was almost naked, so he gave him a shirt, a pair of leather leggings, and three pairs of moccasins.

Sergeant Pryor and his men proceeded through the plains along the south side of the Yellowstone, but progress was slow. Their horses had been purchased from the Nez Perce, who had trained them to chase and cut buffalo, and every time they encountered a bison herd, the unsaddled horses would take off in hot pursuit. The second night out, the small party camped on the grassy banks of a large creek. When they awoke the next morning, the horses were nowhere to be seen. In searching the area around the camp, they found human tracks leading to a collection of horse tracks that showed where the horses had been caught and driven away. After pursuing the rustlers for several miles without success, Pryor and his men returned to their camp, packed their baggage on their backs, and walked overland to the Yellowstone, which they reached at the landmark of Pompy's Tower.

Finding that Clark had already passed downstream, they shot a buffalo and made two "bullboats" of the sort they had seen among the Mandans and Hidatsas. In these floating bowls they "passed through the worst parts of the rapids & Shoals in the river without takeing a drop of water." Despite being bitten by a wolf while he slept, Pryor was able to pilot the boats to the mouth of the Yellowstone and on down the Missouri, where he and his men caught up with Clark's party on the morning of August 8.

APPENDIX V
Graphics Guidelines

SIGN GRAPHICS GUIDELINE

These guidelines will help managers at all levels to create wayside exhibits that present information in a professional manner. That will link individual sites into a cohesive whole visually through a consistent design system.

These guidelines are advice, not a detailed manual. But they will give you a greater understanding of the process so that you will avoid or resolve conflicts that can be costly in the long run. They will help you implement information and content suggested in earlier sections of this strategy.

INCLUDED IN THIS GUIDELINE:

- **Design Tips**
- **Design Specifications**
- **Fabrication**
- **Upright or Angled?**
- **Accessibility Standards**

BASIC ELEMENTS OF DESIGN

With the aid of the guideline and its built in flexibility you can explore the possibilities of arranging the basic elements of an interpretive wayside exhibit. Along with simple rules, variations of techniques are explained. Variables in layout, choices of typography and color are given to aid the designer in a more professional presentation.

DESIGN TIPS

Simple techniques can add dimension to an interpretive sign. Offered here are a few basics to help make your wayside presentation more interesting without sacrificing uniformity.

- Text Wraps
- Varying Text Weight
- Background Color
- Background Textures
- SideBars

DESIGN TIPS

TEXT WRAPS

Working well within the framework of the design grid, wrapping text or following an edge around an image is a unique way to add variation and interest to your design. Text fitted closely with the corresponding graphic allows the text to become an extension of the graphic, relating more closely the written word with the image. It can also solve space problems and provide a less blocky appearance to your narrative. Relatively easy to do with computer desk top publishing programs, however, some minor adjustments may have to be made to eliminate clumsy line breaks.

TEXT WEIGHT

Text that has variation can increase readability. By using variations of the same font for subheads and bold faced passages information can be imparted in segments rather than at once in a dense block. Readers may also preview text by reading the essence of the content captured in a few sentences that are typeset in a larger point size or in a different font and placed at the beginning of the text. Quotes can also be used in this manner.

BACKGROUND COLOR

The use of color for the background of Interpretive signs is essential. White backgrounds in most outdoor settings appear too stark and have the tendency to glare.

It is not recommended to use white as a background.

The colors in the color section of this guideline are chosen for their ability to present underlaying tonal quality without competing with the text and graphics. The best background colors for use in the natural outdoor setting are warm colors in the lighter tonal range. These colors both stand up to the outdoors without calling attention to themselves and provide a good readable base tone.

Background colors can also be a vehicle to indicate a new theme, in the case of multi-themed signs, or to highlight essential but different elements of a panel. This is a subtle way to separate information by simply changing the colors of a particular section behind text and graphics. By placing text and graphics in blocks of color the reader has an

immediate recognition of different narrative voice. This vehicle for separating elements should be limited within the overall panel design. More than a few color changes can be too much and too confusing.

BACKGROUND TEXTURES

Textures can only be apparent texture on any two dimensional presentation. Whether drawings are used, tone down photographs, maps, graphics or graphics made to appear as a surface texture, should be considered tonal information only. In few instances should background texture be considered primary readable information. This device is best used to set the tone for the primary theme and can add dimension to your interpretive presentation.

The decision to use textures should be considered carefully. Foremost is the question whether such a technique will jeopardize readability by appearing too dark in tone or too busy, cluttering the overall effect of the panel.

For best use, the image used to create a background textural effect should be a few degrees darker or lighter than the background color. It should relate to the theme of the sign or be an underlaying instrument to add to the interpretive story. If it does not enhance the message it should be avoided.

SIDEBARS

Sidebars are simply areas set aside graphicly that contain either encapsulated main themed information or an entirely different but related theme as in a multi-themed panel. Maps and detailed information could also be used in sidebars.

Depending on the amount of information contained, sidebars are easily designated or placed with the aid of the design grid.

MONTANA DESIGN GRID

Design grids used as an underlaying organizational device to help the designer organize text and graphic elements into a strong, pleasing composition.

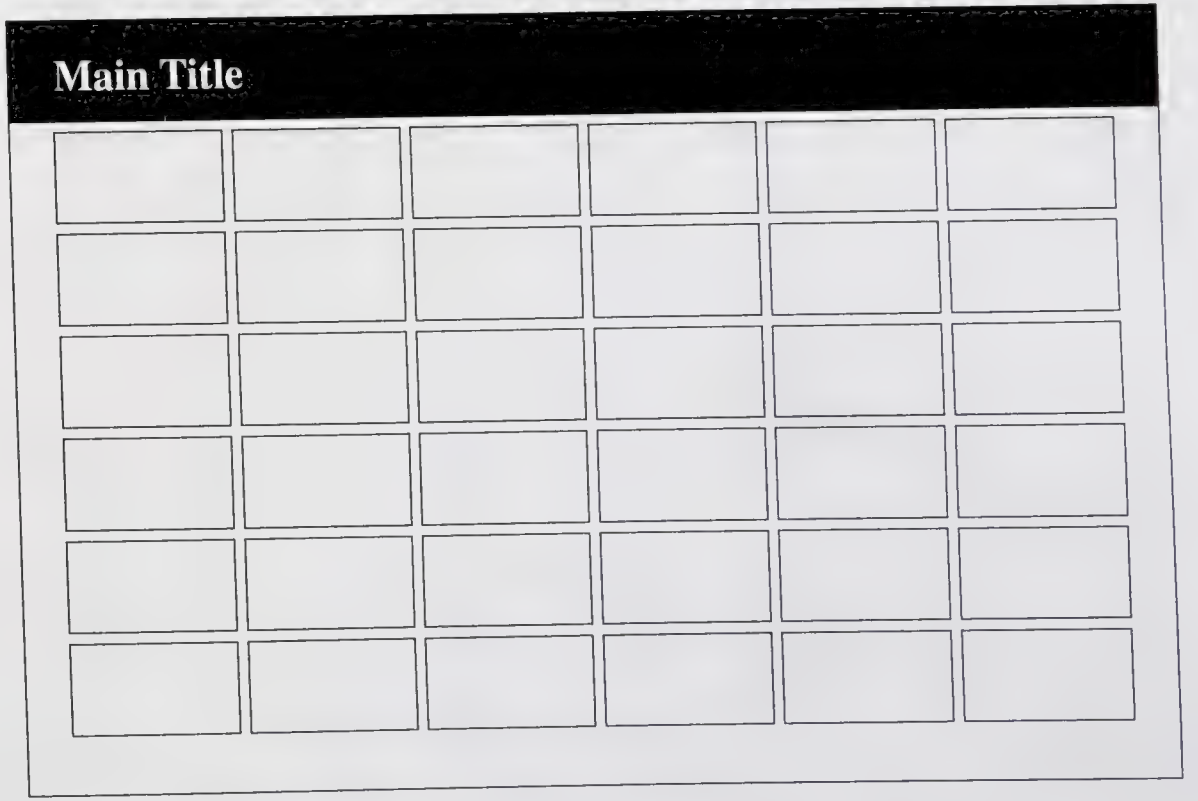
The National Park Service Unigrid System is commonly used across the nation. Sign design that begins with the grid can maintain a tie to other states but add subtle differences to create a unique Montana style.

Use of this system along with other graphic elements will help link each sign with one another visually from one wayside site to another. From the visitors viewpoint, the system provides at a glance a thematic recognition and conveys a sense of order that improves access to information.

The grid consists of horizontal and vertical lines that form 36 small rectangular boxes, or modules. Each module, placed 3 picas apart, is no less than 32 picas in length to accommodate the minimum line length requirement for secondary text.

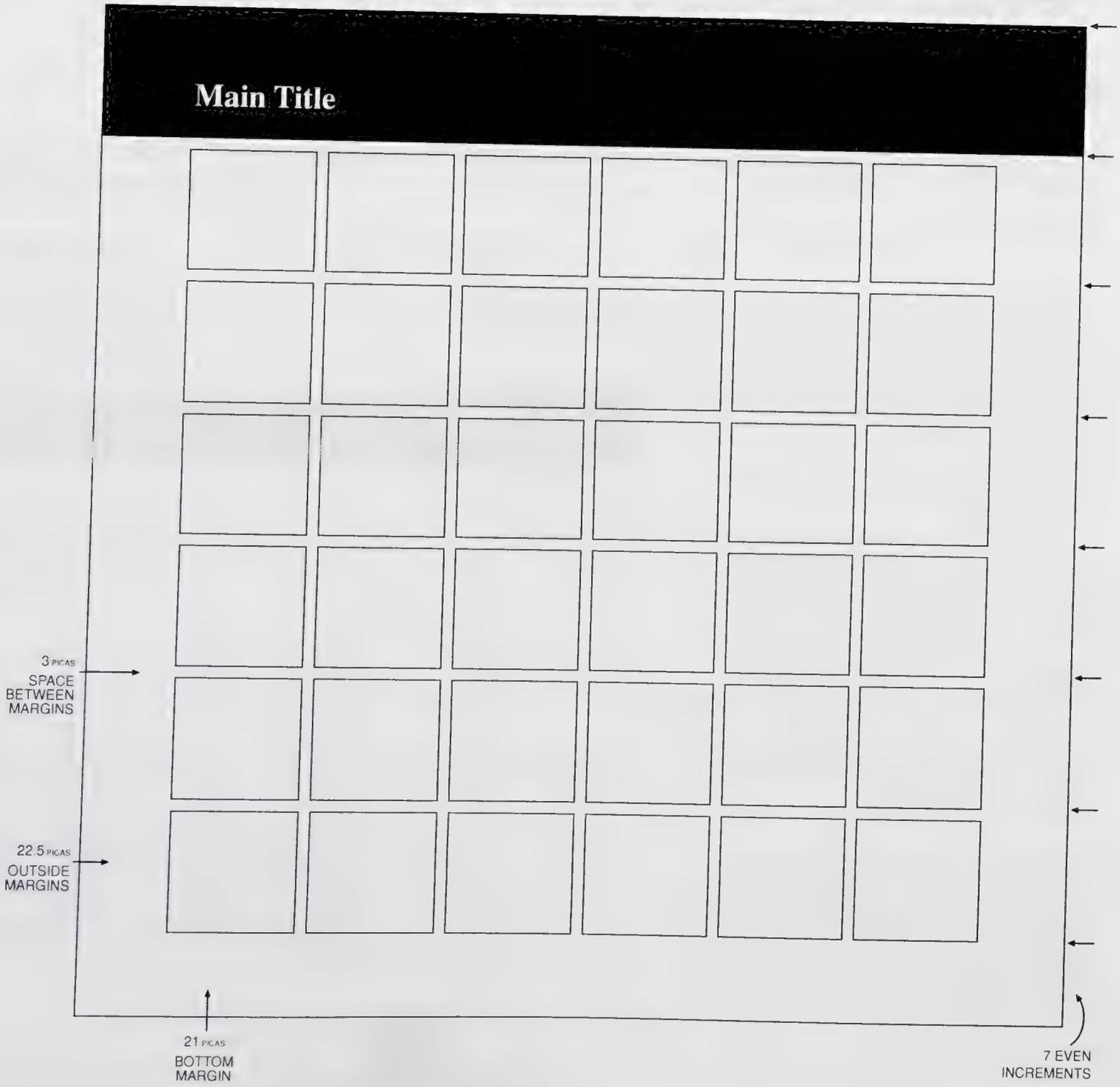
However, as restricted as it may seem this system is only a basis for arranging elements. We shall explore further techniques that will aid the designer in achieving a varied but uniform look.

The following grids and their dimensions are a few of the recommened size formats that could be used.



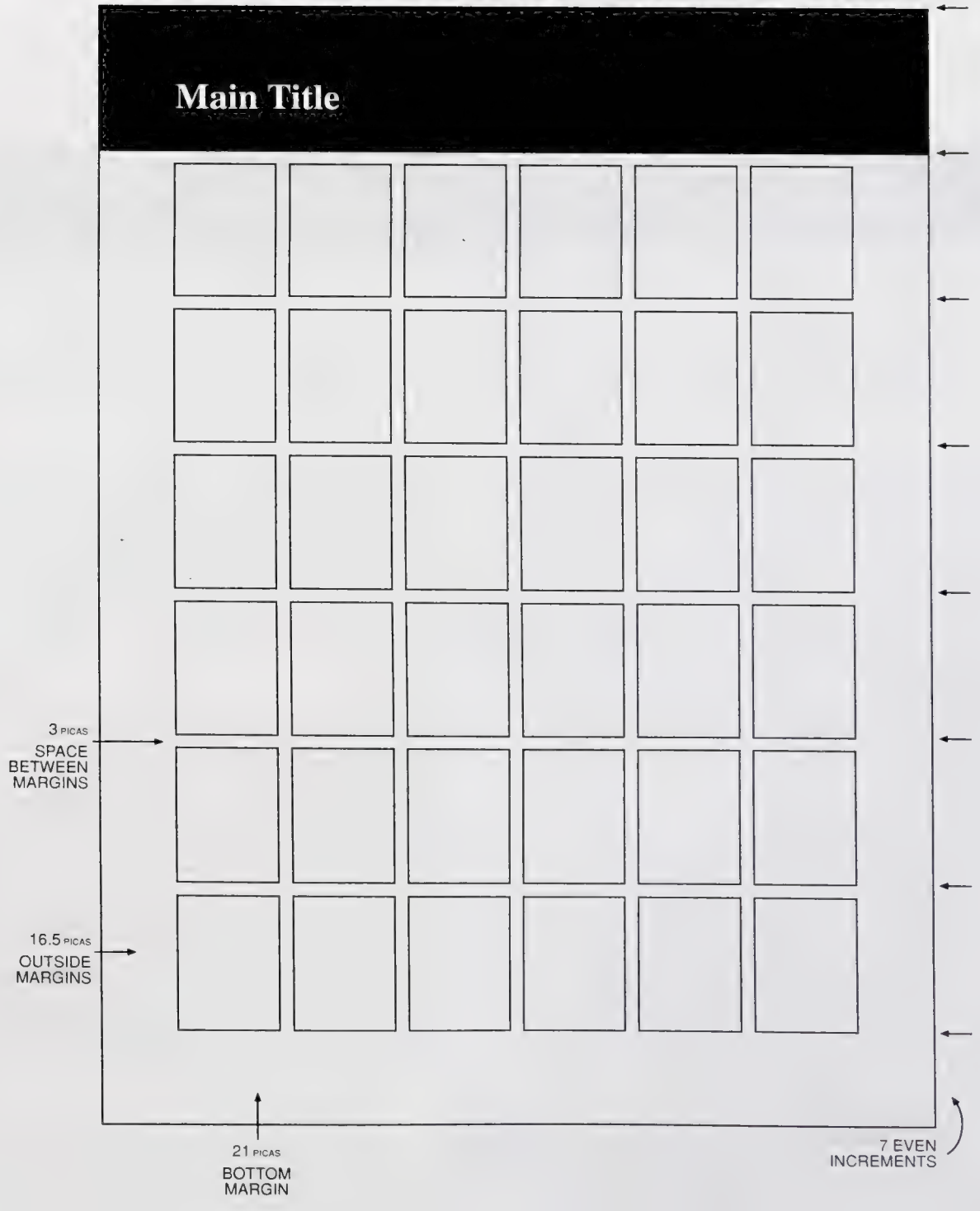
APPENDIX V

42" X 42"

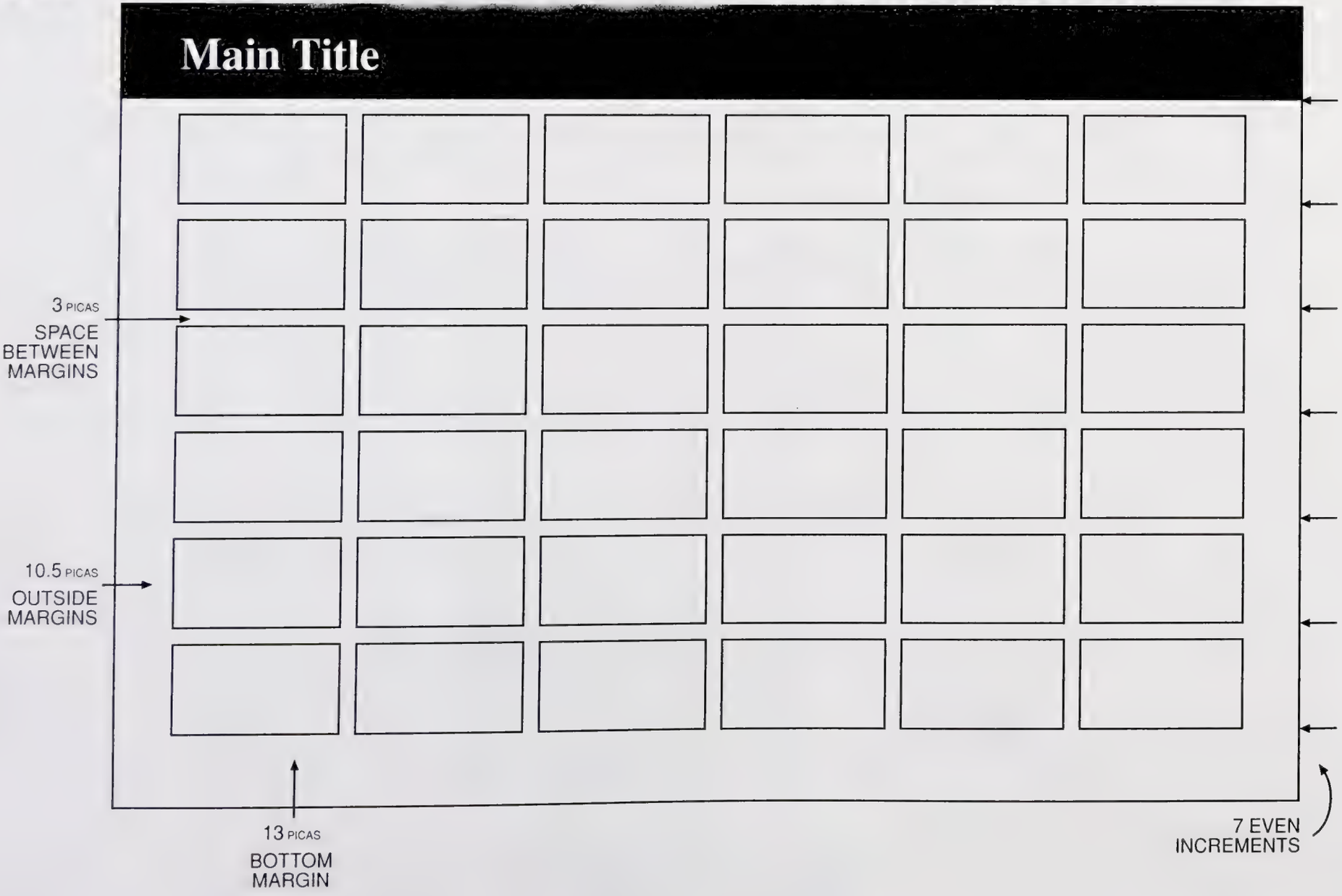


APPENDIX V

30" X 42"



36" X 24"


Main Title
3 PICAS
SPACE BETWEEN MARGINS
10.5 PICAS
OUTSIDE MARGINS
13 PICAS
BOTTOM MARGIN
7 EVEN INCREMENTS

HEADERS

Headers or title bars are the narrow banner at the top of some wayside signs. This device is used extensively by the National Park Service. Here they are represented at the very top of the graphics grid. They normally serve to separate topic from the main body of information and usually contain the title heading and in some cases agency identity and other identification. This structure works well in most cases providing immediate recognition and optimizing readability.

However, they lend themselves to a blocky rigid appearance that leaves little latitude for a more stylized presentation. the decision to use them is up to the individual designer and the demands and dictation of the design and material to be presented.

HEADER VARIATIONS

Different approaches to header use soften their edges and pull them closer visually to the main body of the sign making the header more integral part of the rest of the design.

This can be done by:

- Introducing color and decreasing their contrast with the rest of the panel.
- Breaking into them with graphics.
- Shaping them with an irregular edge.

OMITTING HEADERS

If the header is to be omitted all together it may be necessary to move the heading down physically closer to the area of the first row of modules on the grid. Once unconfined from the title bar the heading would most likely need ample space from the uppermost edge of the sign and the rest of the graphics to give it a comfortable, balance look.

- Add the first row of modules to the header area to accommodate heading only if omitting the title bar completely. This area should not be a separate color from the background color, or a separate band of color in itself.
- Headers can be omitted to accommodate larger point heading type.
- Headers can be omitted to accommodate graphic elements.
- If possible flush heading to the left edge of the first row of modules.

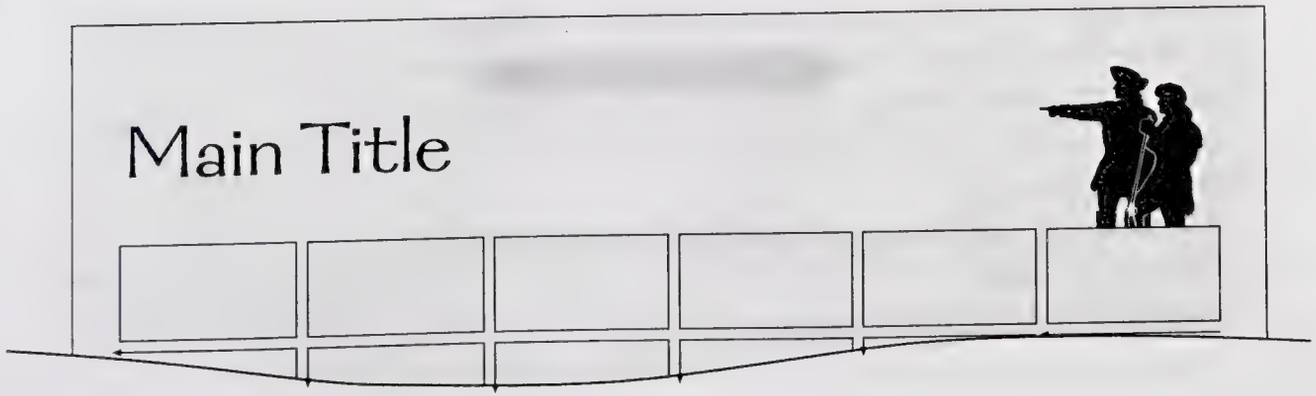
HEADER EXAMPLES

Headers with Color

Header with Graphics

Irregular Edge

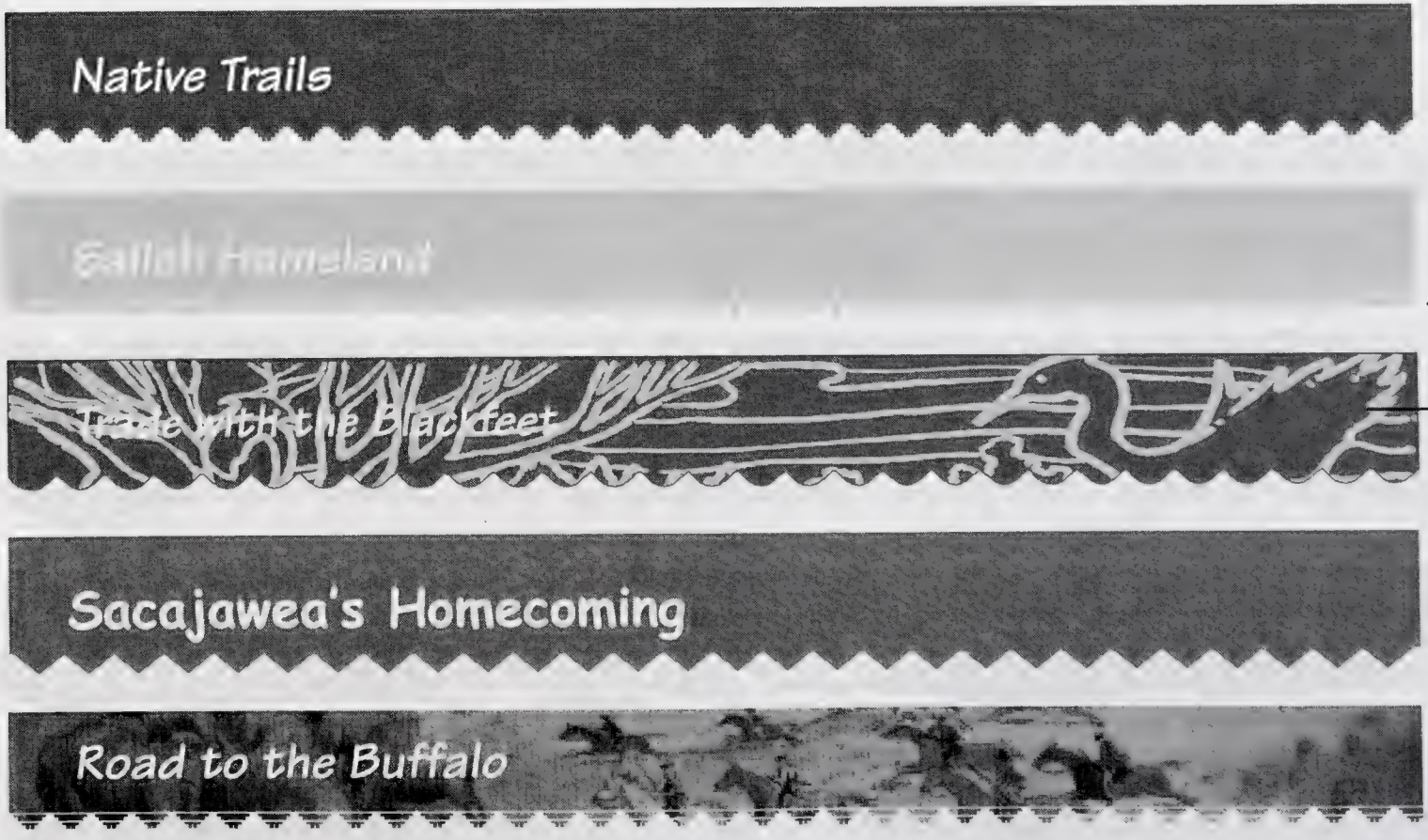
Omission of Headers



Irregular Edged Header Examples

Irregular edged headers can help reflect the Montana approach in sign design. Headers are useful to help separate topic while holding together a thematic feel to the Montana family of interpretive signs.

Headers may also contain other graphic images or artwork within their boundaries for added effect. They may have graphics placed over the top of them extending into the display area. If the choice is to use artwork, use artwork that will be darker in value than the background color of the rest of the sign to give good contrast to the heading.



Regional Theme Headers

Regional Theme Identifiers and/or Lewis and Clark logo can be incorporated within the header field.

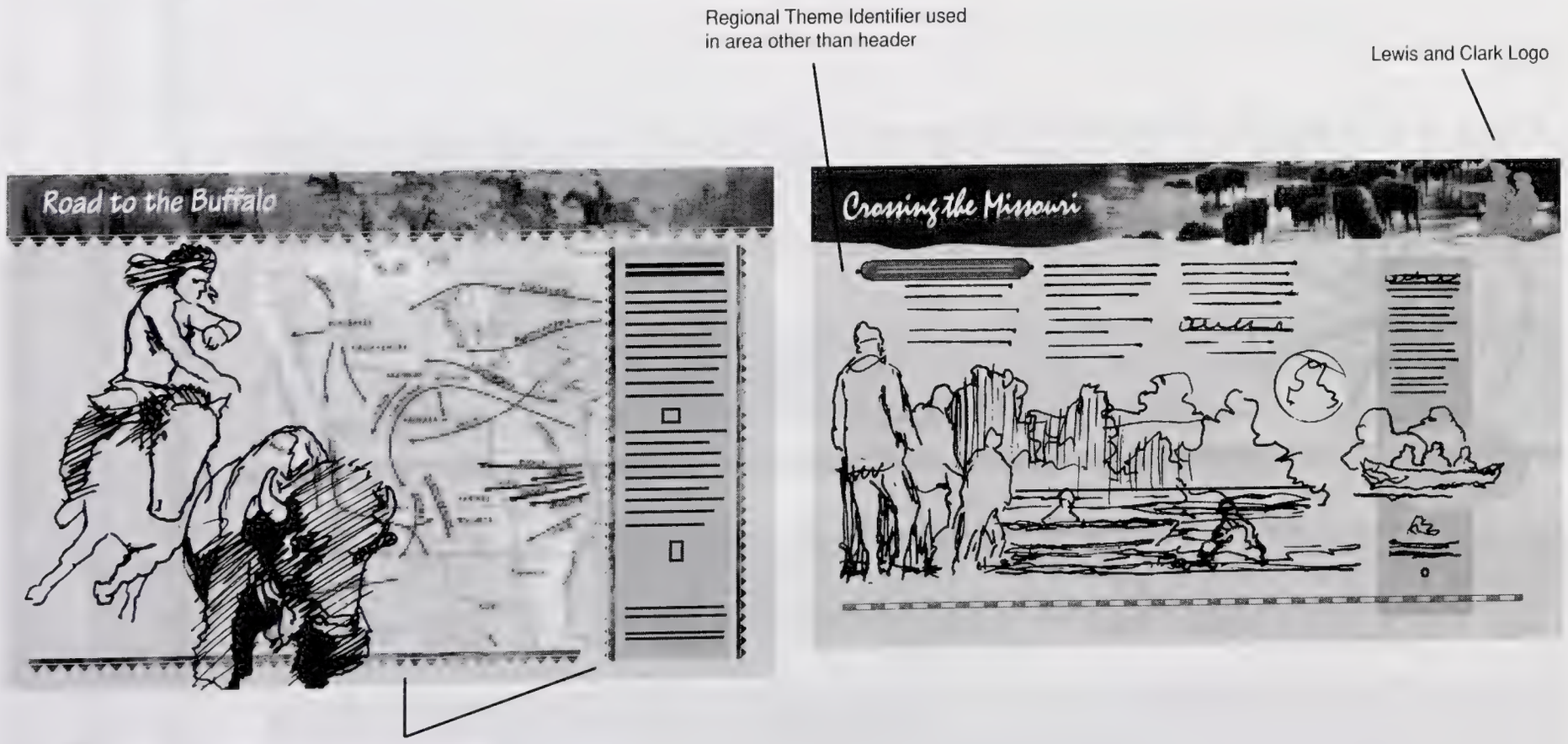
Borders

Borders can be created by using only the irregular edge of the header. The thinner version can be used as a horizontal or vertical border and placed beside, under or around other design elements in the interpretive sign composition.

Header edges create separate thinner border

INTERPRETIVE SIGN EXAMPLES SHOWING HEADERS

Examples of interpretive sign using irregular edged header



TYPOGRAPHY

The choice of type font should achieve accessibility without distraction. Legibility coupled with interest will encourage readers.

Typography should be treated as a graphic element creating a balance with other graphic imagery. In some cases functioning as secondary and supporting element to photos and illustrations.

To achieve accessibility without distraction certain variables and simple rules should be considered in regards to choosing and laying out text.

Type Fonts

- A type font is a complete assortment of characters of one type face in one style. Each font usually has several variables — roman, italic, light, regular and bold. It is important to choose a font that has the appropriate variables to best provide enough variation needed in your text, especially if quotes, captions and subheads will be used.

- Build variety by changing size, weight and slant, not by switching type fonts. Except in rare circumstances use no more than two fonts.

- Text that takes more than a few minutes to read calls for a serif face. The tiny end strokes on serif typefaces lead the eye from one letter to another. Serif fonts in normal weight and width are normally more legible than sans serif fonts.

- Levels of information and emphasis can be conveyed by switching fonts. San serif faces can be used effectively for a change of editorial voice and for emphasizing short elements such as subheads and labels.

- Today there are nearly 5,000 published typefaces. However, about four dozen are normally used. Serif typefaces such as Century, Times and Bookman are commonly used with sans serif Helvetica, Futura, and Avant Garde typefaces for wayside interpretive signs. In most cases these fonts are sufficient but tireless use of them may not provide the nuance one may demand. Careful consideration should be made before selecting a font to be used for a series of signs that may include several subjects.

Format

- The choice of type size is related to the reading distance, height and relative importance of information.
- Manageable line lengths are imperative to readability. Research shows that the average reader takes in 3 or 4 words per eye movement and comprehends best when making 2 eye movements per line. Thus, the ideal line length is 7 or 8 words or 45 to 55 characters per line.
- Type sizes and column lengths can be correlated on the grid system.
- Flush left-Ragged right margins are recommended for better readability
- Skipping a line between paragraphs rather than indenting creates smaller text blocks and better readability
- Words are more difficult to read set in all capital letters than in upper and lower case
- Reverse type, type that is white or light in color on black or dark colored background, should be limited.
- Italic type should be avoided for large text blocks.
- Generally it is mor readable to move a whole word down to the next line than to hyphenate
- Awkward text breaks create a distraction. The designer should work with the writer to eliminate solitary words on a line or a solitary line in a column. In some instances a designer can alleviate this problem by slightly condensing the type or by reducing or enlarging the type by fractions of the point size.
- Typeset letters are space differently for different sizes. If at all possible, type should be set at the actual size of the final sign, not reduced or enlarged from a different size.

The following pages are examples of type specifications that are proven standards for optimum readability for outdoor wayside interpretive panels.

TYPE SPECIFICATIONS - MAIN TITLE

96 point Times Roman or Helvetica Bold. Flush left, upper and lower case, one line, maximum of 4 words.

Sample Main Title

Sample Main Title

TYPE SPECIFICATIONS – MAIN TEXT

36 point Times Roman, 38 point leading, (for upright panels use 40 point type with 44 point leading).

Sample main text typeset in 36 point Times Roman with 38 point leading. Flush left, ragged right. Upper and lower case, no hyphenation.

Two columns wide, maximum line length of 67 picas. Insert one line space between paragraphs. Do not indent paragraphs.

TYPE SPECIFICATIONS – SECONDARY TEXT AND SUBTITLE

SECONDARY TEXT
24 point Times Roman, 26 point leading, (for upright panels use 28 point type with 30 point leading).

Sample secondary text typeset in 24 point Times Roman with 26 point leading. Flush left, ragged right. Upper and lower case, no hyphation.

One column wide, maximum line length of 32 picas. Insert one line space between paragraphs. Do not indent paragraphs.

SUBTITLE
36 point Helvetica Regular, Bold and Black, flush left, ragged right, upper and lower case.

Sample Subtitle
Sample Subtitle
Sample Subtitle

TYPE SPECIFICATIONS – CAPTION

CAPTION
24 point Times Roman Italic, 26 point leading, (for upright panels use 28 point type with 30 point leading).

Sample caption typeset in 24 point Times Roman Italic with 26 point leading, flush left, ragged right. Upper and lower case, no hyphation.

One column wide, maximum line length of 32 picas. Insert one line space between paragraphs. Do not indent paragraphs.

TYPE SPECIFICATIONS – MISCELLANEOUS

TRAIL AND ADMINISTRATION IDENTIFICATION
24 point Helvetica Bold, 26 point leading, (for upright panels use 28 point type with 30 point leading), Flush left, ragged right, upper and lower case, no hyphenation, one column wide, maximum line length of 32 picas.

Sample Trail and Administrative Identification

MAP LABELS LARGE
56 point Helvetica Bold.
Upper and lower case

Map Labels Lg

MAP LABELS MEDIUM
36 point Helvetica Bold, 38 point leading, (for upright panels use 40 point type with 44 point leading), Upper and lower case.

Map Labels Medium

MAP LABELS SMALL
24 point Helvetica Bold, 26 point leading, (for upright panels use 28 point type with 30 point leading), Upper and lower case.

Map Labels Small

MAP LABELS EXTRA SMALL
16 point Helvetica Bold,
Upper and lower case.

Map Labels Extra Small

ALTERNATIVE TYPE FONTS

Alternative type fonts can create subtleties in design that can enhance the overall feel of a wayside interpretive sign. Whether used as a slightly different style for text, subtitles and labels or as embellishment, quotes or headings they provide a less generic look and open up possibilities that can broaden the design avenues for a more creative approach.

There is no hard fast rule when it comes to font styles and their compatibility to theme. Deciding what typeface is right calls for judgments beyond the scope of this guideline. It is an aesthetic design decision that is more a "Feel" than Rule. Fonts that harken to a period of history or typify a theme may or may not be compatible with other fonts chosen or fit well within the overall design. Many of them have too much character and draw excessive attention to themselves. A balance must be struck that takes a professional eye and sensibility for design.

Type Fonts that are unusual, scripted, or antique, if used in scale, with sensitivity to the overall design of the panel or interpretive theme can be in themselves an element of design bringing to play a unique quality of their own. Used as an embellishment, as in the case of illuminated letter forms and Initial caps, or script fonts for quotes, these touches can bring a sense of thematic quality to the design very much like any other design element.

Many Antique fonts have been converted to digital format, however specifying typefaces can be confusing when different manufacturers give different names to similar fonts. This is true even with standard, well used fonts. The major drawback in using unusual or antique fonts is the difficulty in finding them for universal use. Sources are limited and matching font styles is sometimes challenging.

ALTERNATIVE TYPE FONTS

Lewis & Clark

ITC Officina Serif Book

A B C D E F G

Snell Roundhand Script

Lewis & Clark in Montana

Galahad Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ&!

Old Latin Condensed

ABCDEFGHIJKLMNOPQRSTUVWXYZ&

abcdefghijklmnopqrstuvwxvz

Melior Semi Bold Condensed

ALTERNATIVE TYPE FONTS

Galahad Regular — used for headings, main and secondary text. Set for example here at 28 points on 31 points leading, 45 pica line length.

Galahad Regular, keystroke Italic— used for captions or quotes. Set for example here at 28 points on 31 points leading, 45 pica line length.

Galahad Regular, keystroke Bold — used for headings, main and secondary text. Set for example here at 28 points on 31 points leading, 45 pica line length.

ALTERNATIVE TYPE FONTS

Albertus MT Light — used for headings, main and secondary text. Set for example here at 24 points on 30 points leading, flush left, ragged right 35 pica line length.

Albertus MT Regular — used for headings, main and secondary text. Set for example here at 24 points on 30 points leading, flush left, ragged right 35 pica line length.

X HEIGHT

Due to the x height or height of lower case letters in relationship to their ascenders and descenders certain fonts appear larger or smaller in size. Often in the case of larger x height letterforms extra leading is required for best readability.

ALTERNATIVE TYPE FONTS

Tekton Regular — Best used for headings, subheads, captions, main and secondary text. Often the uniqueness of this font requires it to be used solely without other fonts. Set for example here at 23 points on 25 points leading, 35 pica line length.

TEKTON

Some fonts lend themselves to themes more than others. It should be noted that fonts of this type usually stand alone and have to be carefully used in conjunction with other type faces. Tekton is an often used font for interpretive signs and is a good font to use with native and natural themes.

Tekton Bold — Also Tekton Bold Oblique available in this font. A good choice for headings and subheads. Set for example here at 23 points on 25 points leading, 35 pica line length.

Vag Rounded Light — A good alternative san serif type face used for map labels, subtitles and secondary text. Set for example here at 28 points on 32 points leading, 35 pica line length.

Vag Rounded Thin
Vag Rounded bold
Vag Rounded Black

COLOR SPECIFICATIONS

Selection of color and color usage is a very important design element. Keeping to a specific color or field of colors helps identify signs along the Lewis and Clark Interpretive Corridors.

Here we suggest an assortment of colors that might be used for interpretive signs. For our purpose, we have chosen to use graphic arts industry standard, PANTONE® MATCHING SYSTEM (for uncoated paper), a universal color identification system normally used for printing inks. Since no wayside sign will be printed in lithographic ink, we use this method in our guideline for examples only. The manufacturing of signs is a varied science whose fabrication methods vary from porcelain glaze to electronic, color plotted, embedment signs.

Colors may vary slightly from one method to the other. However, fabricators are specialist in matching colors. If provided color chips of your selection, either PANTONE® or standard paint manufacture color chips, they can reproduce colors with excellent accuracy.

The colors chips presented on this page are not true PANTONE® MATCHING SYSTEM colors. Colors vary widely with each method of representing them. It is suggested that you consult a PANTONE® Color Selector to select the true colors identified on the next page.

SOME SUGGESTED PANTONE® COLORS

Blue	Green	Red	Yellow	Orange	Brown	Purple	Backgroud Colors
PMS:	PMS:	PMS:	PMS:	PMS:	PMS:	PMS:	PMS:
534	350	484	484	129	470	259	Cool Gray 1
659	5747	486	113	130	471	2607	Warm Gray 1
660	5757	1797	114	142	472	500	134 Orange
661	5767		115	716	483	666	141 Orange
662	5777		127	717	484	667	155 Tan
	5787		128	718		668	607 Yellow
	5797					688	614 Yellow
							621 Green
							642 Blue
							652 Blue
							726 Brown
							4545 Parchment
							5513 Blue
							5523 Blue
							5595 Green

SIGN CLASS & TYPES

Signs fall in two classes:

CLASS: I Upright Mounts

II Angled Mounts

and in four types that are determined by the amount of information to be conveyed under two separate situations; whether one is traveling in an automobile or on foot.

TYPE: A. from a moving automobile

B. from a parked automobile

C. on foot reading single sign

D on foot reading kiosk

Upright and Angled Mounts

Mounted signs are either placed upright or at a low angle facing upward toward the reader. Typically, signs that are meant to be read from automobiles are vertical while angled signs are to be read while standing or sitting.

Signs that are read from a parked automobile at a wayside exhibit should impart only the essential interpretive information. No more than 70 words set in larger type sizes are recommended for best readership. Signs to be read from a moving automobile should have no more than 10 to 12 words. Usually signs of this type are large in format, wood routed, metal or fiberglass with little or no graphics.

Signs designed for foot or wheelchair traffic can be read more leisurely. They can be more complex in their presentation both graphically and in the amount of information. Type C and D signs provide the best opportunity to impart the greater message and provide the best possibilities for interpretive sign panels.

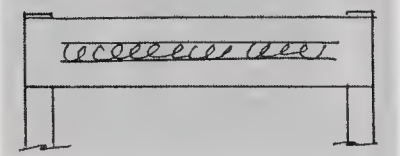
Sign Locations

Upright signs can be placed in nearly any situation. Angled signs, are used most effectively as interpretive signs. They can be used singularly or grouped in combination with an upright, either stand alone, or attached to an upright kiosk structure.

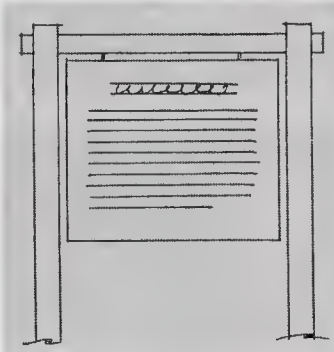
CLASS I
- Roadside
- Roadside Pullout
- Rest Area
- Recreation Area Parking
- Information Center
- Trailhead
- Trailhead Parking

CLASS II
- Wayside Exhibit
- Rest Area
- Vista
- Along Trail
- Information Center
- Historic Site

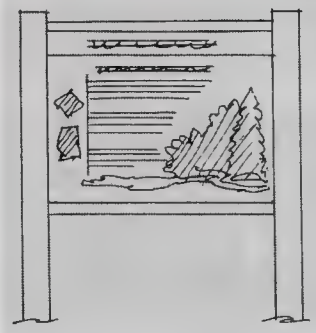
CLASS I
– UPRIGHT SIGNS



Type A
– Read from moving aotomobile



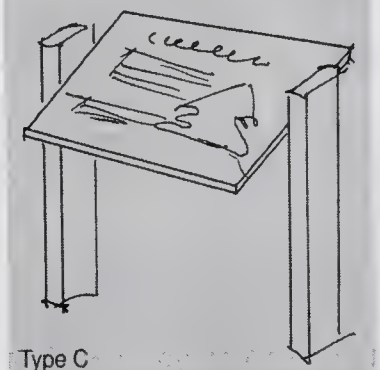
Type B
– Read from parked automobile



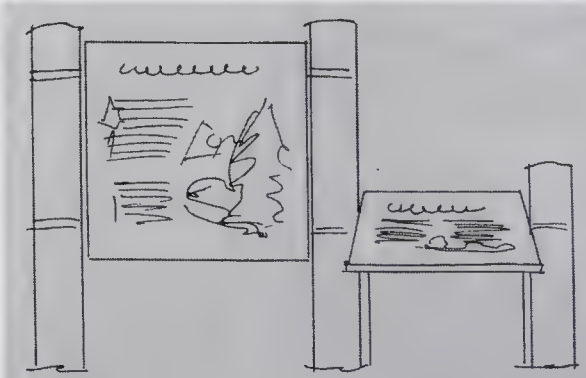
Type C
– Single upright, read on foot

Type D
– Multi-sign kiosk, read on foot

CLASS II
– ANGLED SIGNS

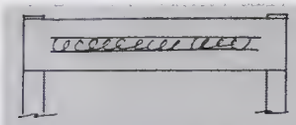
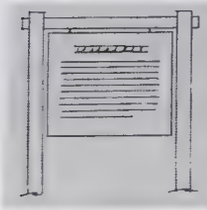
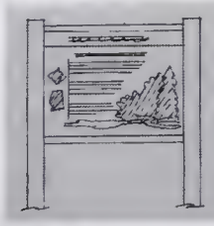
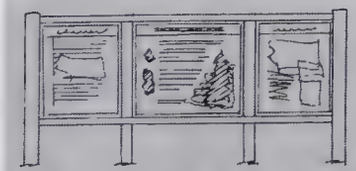


Type C
– Single angled mount, read on foot

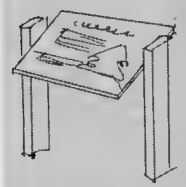
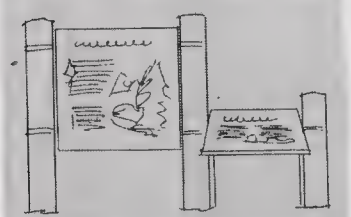


Type D
– Multi-sign kiosk, read on foot

SUMMARY OF CLASS & TYPES

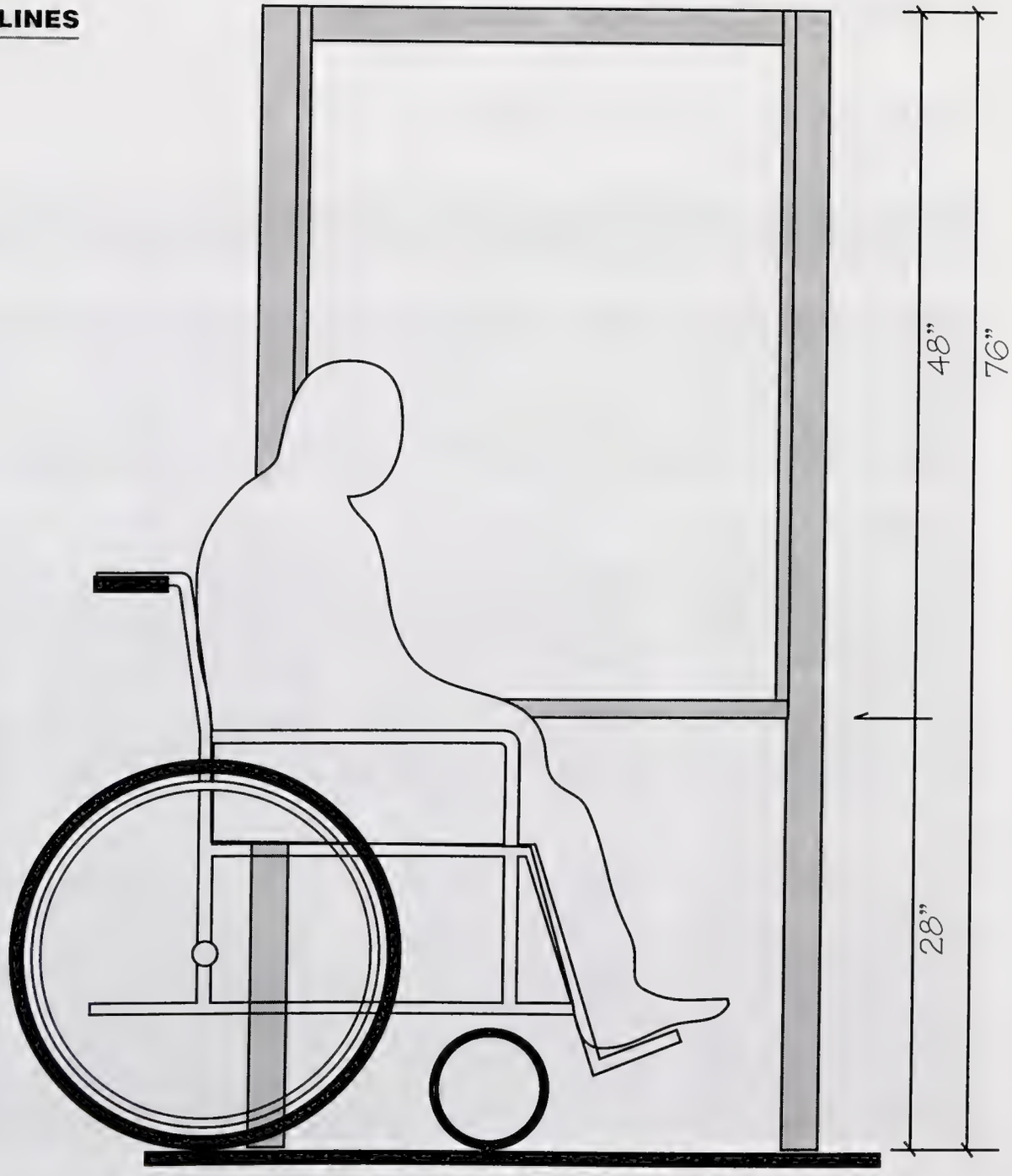
CLASS I – UPRIGHT	TYPICAL LOCATION	SIGN GRAPHICS	CONSTRUCTION	FAMILY OF SIGNS
TYPE A  Roadside sign to be read from moving or pausing automobile	• Beside low standard roads in safe place for pausing	• Smallest font size 4 inches • 10 - 12 words maximum • Minimal graphics • Logo optional	• Wood routed • Fiberglass • Metal	• Introduction Sign • Markers (Trail Blazers)
TYPE B  Roadside sign to be read from inside automobile while parked	• Pullout beside road (placed in a safe location) • Rest area • Recreation area parking	• Smallest font size 2 inches • 50 to 70 words maximum • Simple line art	• Rustic routed wood • Paint	• Introduction Sign • interpretive sign
TYPE C  Single upright to be read on foot	• Trailhead • Rest area • Information Center • Ranger Station • Recreation Area	• Heading font size: 2-4 inches • Text font size: 36-60 pt. • 24 pt. minimum font size • Single or multi-themed • 50-70 words max. per theme • Complex Graphics	• Rustic wood bases • Design fits setting • Design works well with other features • Locate away from vehicle safe zone	• Interpretive Sign • Orientation Sign
TYPE D  Multi-sign kiosk to be read on foot	• Trailhead parking • Rest area • Information Center • Ranger Station • Recreation Area	• Heading font size: 2-4 inches • Text font size: 36-60 pt. • 24 pt. minimum font size • Single or multi-themed • 50-70 words max. per theme • Complex Graphics • Can include Orientation & maps	• Rustic wood bases • Design fits setting • Design works well with other features • Locate away from vehicle safe zone	• Interpretive Sign • Orientation Sign

SUMMARY OF CLASS & TYPES

CLASS II – ANGLED	TYPICAL LOCATION	SIGN GRAPHICS	CONSTRUCTION	FAMILY OF SIGNS
TYPE A				
NONE				
TYPE B				
NONE				
TYPE C				
 Wayside exhibit to be read on foot. Displayed singularly or clustered	• Vista House • Recreation area • Along major trail* • Information Center * Usually placed where there is something to do or see	• Heading font size: 48 - 80 pt. • Text font size: 30 - 36 pt. • Single or multi-themed • 50-70 words max. per theme • Complex Graphics	• Rustic wood or stone bases • Simple metal bases • Design fits setting • Design works well with other features • Sign Panel manufacture: Many materials available • Locate away from vehicle safe zone	• Interpretive Sign
TYPE D				
Wayside exhibit in combination with upright to be read on foot 	• Trailhead parking • Rest area • Information Center • Ranger Station • Recreation area	• Heading font size: 48 - 80 pt. • Text font size: 30 - 36 pt. • Single or multi-themed • 50-70 words max. per theme • Complex Graphics • can be mounted with upright Orientation sign	• Rustic wood or stone bases • Design fits setting • Design works well with other features • Sign Panel manufacture: Many materials available • Locate away from vehicle safe zone	• Interpretive Sign

ACCESSIBILITY

The primary concideration for mounting signs are accessability and impact on the setting. Here we address the basic requirements for accessability by Mobility-Impaired Visitors for both upright and low-profile exhibits.



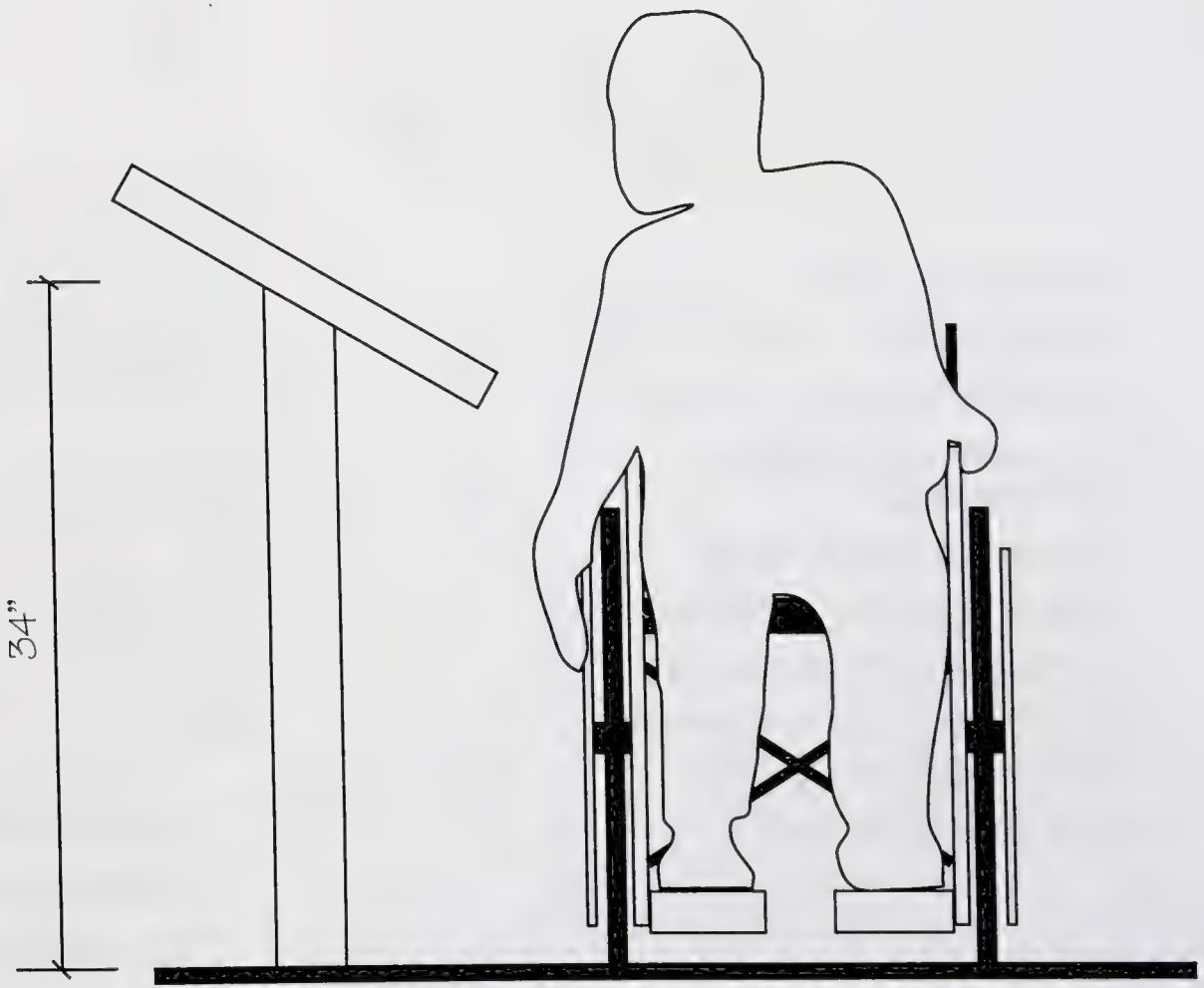
Bulletin board and vertical exhibits

The recommended height from the bottom of the panel is 24 to 28 inches, depending on panel size.

ACCESSIBILITY

Low-profile exhibits

The recommended height from the bottom of the panel is 30 to 34 inches. Panel angle is 30 degrees for preferred readability.



FABRICATION

Many processes and materials are available to produce a finished wayside exhibit sign panel. There are advantages and disadvantages with each. There are no destruction proof materials, however some are more suited than others depending on the demands of their particular use and location. Determining the right choice for your specific site and the message to be presented requires a number of considerations.

- Compatibility with the setting
- The history of vandalism in the area
- Maintenance required for the material
- The graphic color range and resolution required
- Type and amount of visitors
- Amount of security at the site
- Life expectancy of the material
- Durability, scratch & dent resistance
- Weatherability, UV protection
- Costs, value for the money

VALUE

Value for the money depends on how well you have considered the material specifications with the demands of the location.

In many instances, when signs are located in high vandalism areas or exposed to long periods of direct sunlight, choosing replaceable formats would be desirable. Ordering several copies of signs at the time of the initial order to install in the future may be more cost effective. Expensive, color-fast materials on the other hand, if installed in a well monitored area, can require less maintenance and be more cost effective.

Careful consideration at the onset will provide the best choice for the costs.

MATERIALS

Of the many fabrication processes available three are preferred.

- Porcelain Enamel
- Fiberglass Embedded
- Etched and Anodized Aluminum

Although each have their advantages and disadvantages, the main reason these three have been preferred is because of their ability to hold detailed graphic images. Both porcelain and fiberglass embedded can be fabricated in color. Images can not be reproduced in color with etched anodized aluminum.

There are many innovations in material and new techniques, especially in the embedment and lamination processes. Computer generated art has moved the industry forward by leaps and bounds. Artwork that could only be silkscreen on archival-quality paper and embedded in fiberglass with photos tipped in can now be plotted in detail and printed electronically in vibrant color with inks and UV coating that can hold up to years of outdoor use.

PVC and plastic resin backed laminated products have moved forward as well. These products are cost effective and flexible in their usage.

It is well worth the effort to research this ever changing industry to find a product that suits the demands of the location and budget.

MATERIALS RATING

Sign Material	Scratch Resistance	Impact Resistance	Weather Resistance	Replacement Cost	Graphic Range	Required Maintenance	Years of Service	Relative Cost	Overall Rating
Porcelain enamel on steel (glass)	Very Good	Very Good	Very Good	High	Very Good	Low	20+	Very High	Very Good
Fiberglass Embedded	Good	Very Good	Very Good	Very Low	Very Good	Low	10+	High	Very Good
Baked enamel on metal (paint)	Poor	Good	Fair	High	Fair	Medium	5+	Medium	Fair
Photo processed aluminum	Good	Good	Very Good	Medium	Good	Low	10+	High	Good
Silkscreened or painted aluminum	Poor	Poor	Good	Medium	Fair	Medium	5+	Medium	Fair
Cast aluminum	Fair	Fair	Very Good	High	Poor	Low	20+	Medium	Poor

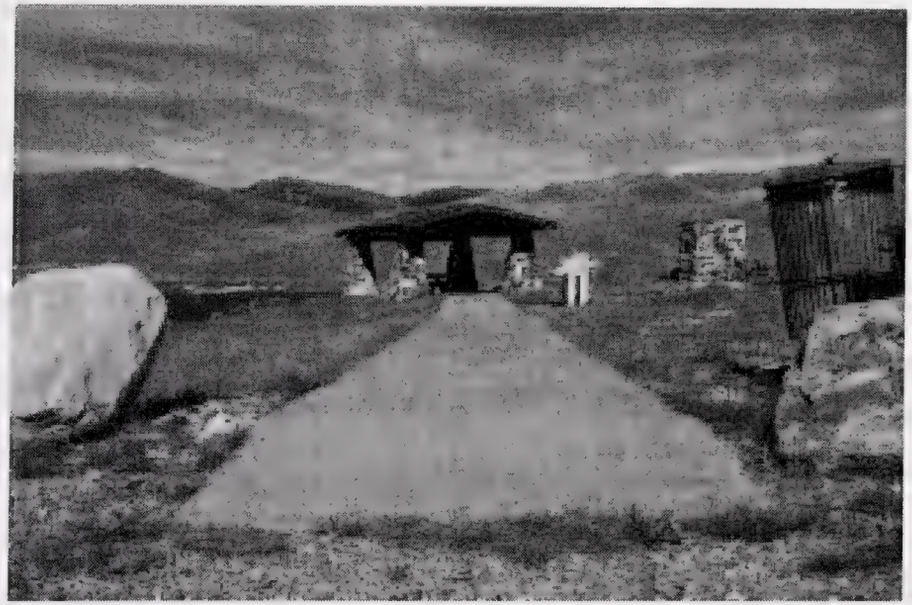
APPENDIX V SIGN GRAPHIC GUIDELINES

MATERIALS RATING

Sign Material	Scratch Resistance	Impact Resistance	Weather Resistance	Replacement Cost	Graphic Range	Required Maintenance	Years of Service	Relative Cost	Overall Rating
Cast bronze or brass	Very Good	Very Good	Very Good	High	Poor	Low	40+	High	Good
Engraved or etched stainless steel	Fair	Good	Good	Medium	Fair	Low	10+	Medium	Poor
Routed or sandblasted wood (painted)	Poor	Poor	Poor	High	Fair	High	5+	Medium	Fair
Engraved plastic	Poor	Fair	Fair	Low	Poor	Low	5+	Low	Fair
Rear screen printed plastic	Fair	Fair	Good	Medium	Good	Medium	5+	Medium	Good
UV laminated phenolic resin	Good	Very Good	Very Good	High	Very Good	Low	10+	High	Very Good

APPENDIX VI
Camp Fortunate:
A Retrofit Example

The existing Camp Fortunate Viewpoint facilities have served the public well for several decades. However, time and weather have taken their toll. Also, changing standards in the interpretive field and a more sophisticated audience create a different expectation in public facilities. This includes emphasis on natural setting, natural appearing structure, multicultural participation, and interpretive content that engages the viewer.



Present sidewalk entrance to picnic shelter

Existing facilities

- Road pullout and parking for loop
- Hilltop lawn delineated by boulders
- Large rectangular rock feature, incorporated into rock wall (formerly contained a bronze plaque)
- Picnic table shelter (stone pillars supporting a single gable wood roof)
- Sidewalk connecting parking lot to picnic shelter
- large wood sign on timber and rock base ("Camp Fortunate Overlook") along bluff at far side of site
- Wood sign base along the sidewalk which contains a weathered, painted, wood sign describing the Expeditions encounter with the Shoshoni people

RECOMMENDATIONS

Updating the site generally means (1) providing the entire site a more natural feel and look, (2) converting the picnic shelter into an open interpretive facility containing durable signage, and (3) partnering with the Shoshoni people in providing a more complete story and look to the facility.

(1) Provide a more natural look and feel to the site:

- Remove existing sidewalk and construct new walkway (with more natural appearing color and materials) which makes an indirect path to the interpretive structure by meandering closer to the wall.
- Remove existing sign and sign base.
- Remove existing Camp Fortunate sign structure located on the far side of the shelter.
- Remove line of boulders which currently define lawn edge below the site.
- Remove the grass and plant with indigenous vegetation.
- Reconstruct wall. Incorporate sculpture images. Reshape wall into a more natural look.
- Remove large rectangular rock feature in rock walling.
- Add new Entrance Sign at road (with Camp Fortunate and a Shoshone name).

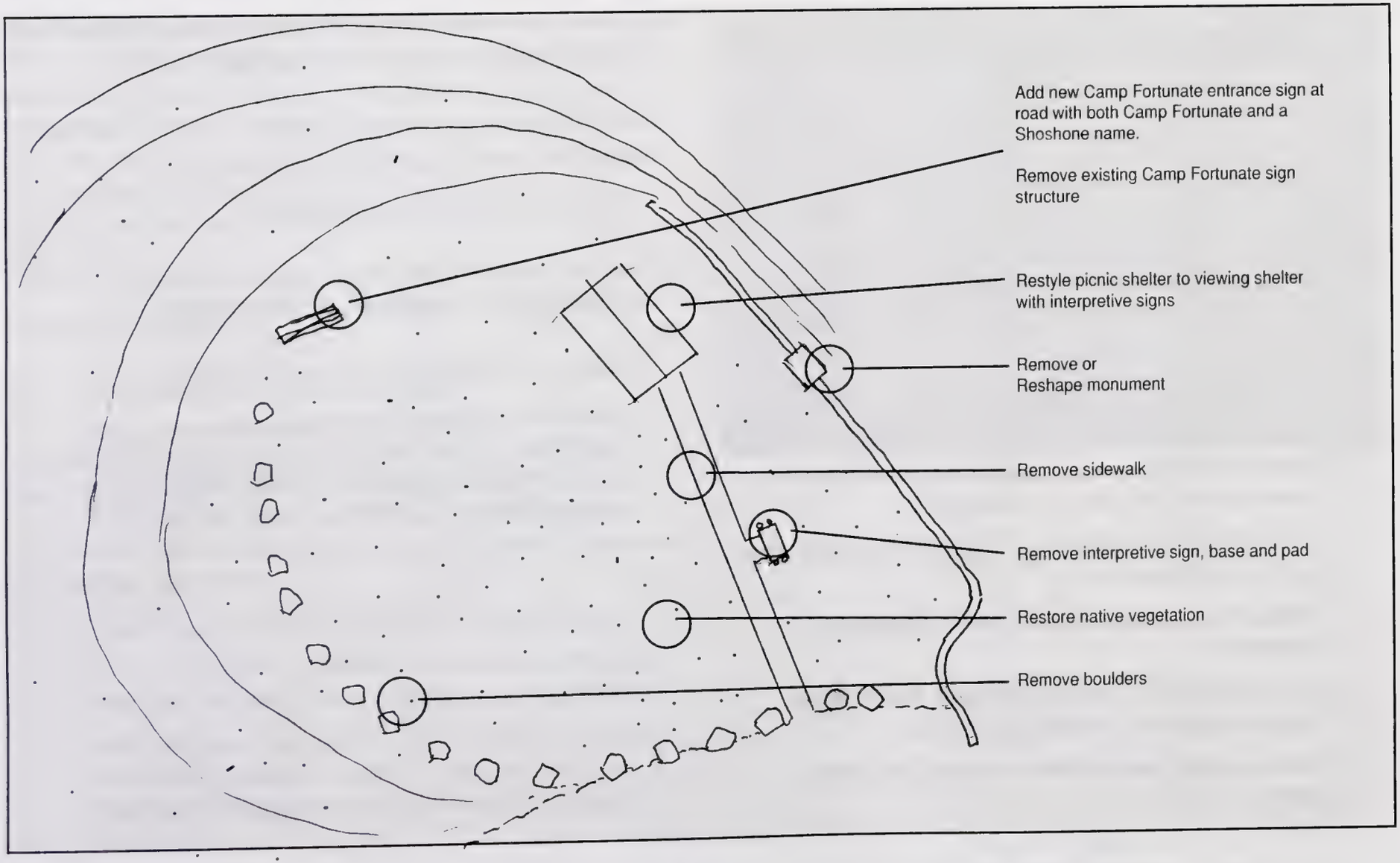
(2) Convert the picnic shelter into an open interpretive facility containing durable signage:

- Remove table from picnic shelter and add walling.
- Add interpretive signage and sculpture.
- Build in rock bench on back wall.

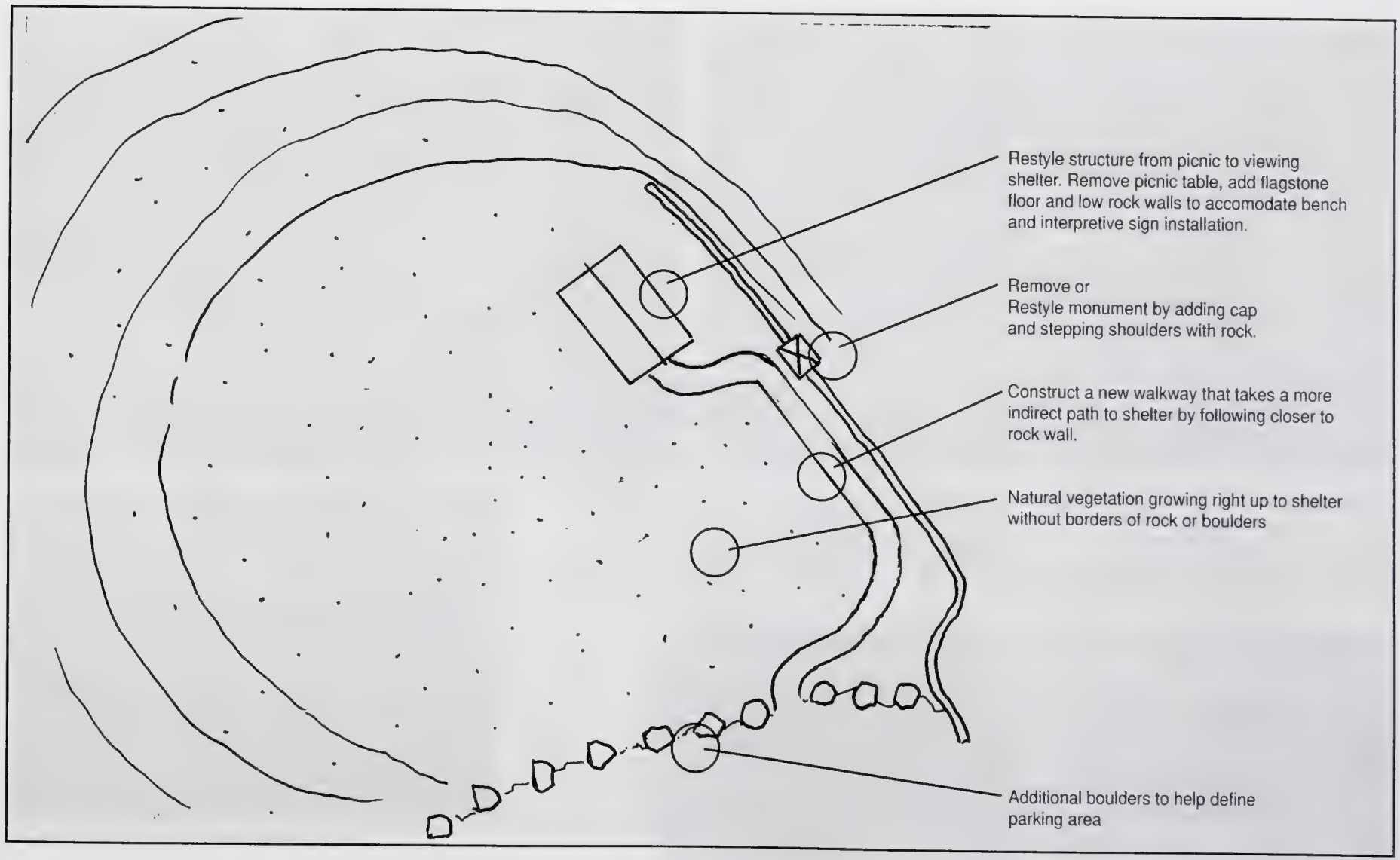
(3) Partner with Shoshone people to provide a more complete story and look to the facility:

- Input into signage content inside shelter.
- Input into sculptural features at site. (Example: In rock wall along bluff, include central sculpted resin plaque with name of Lemhi band, and other sculpted resin images of plants, etc.)

Present Camp Fortunate Plan View



Proposed Camp Fortunate Plan View



APPENDIX VI CAMP FORTUNATE: A RETROFIT EXAMPLE

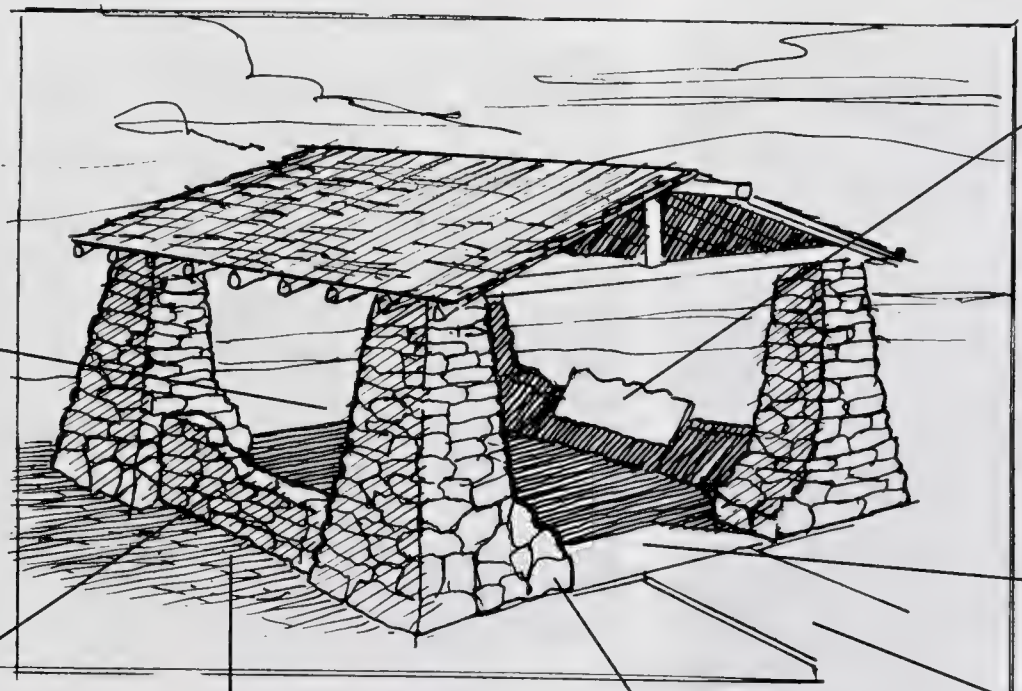
PRESENT

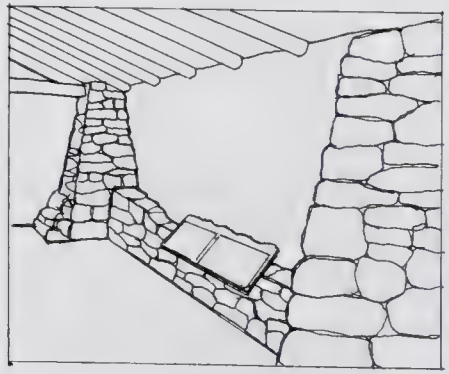
PROPOSED

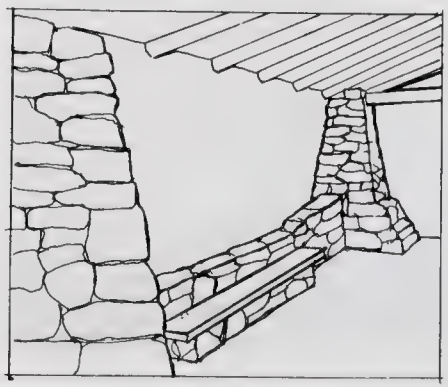
At present, the picnic shelter is approached directly from the parking area. After improvements, viewing shelter would be approached indirectly along rock wall providing walker a better view of reservoir below. By removing the sidewalk the obtrusive line from parking area to shelter is removed giving more emphasis to the natural setting while placing the shelter more comfortably in its surrounding. Interpretive sign, mount and pad would also be removed from sidewalk area.

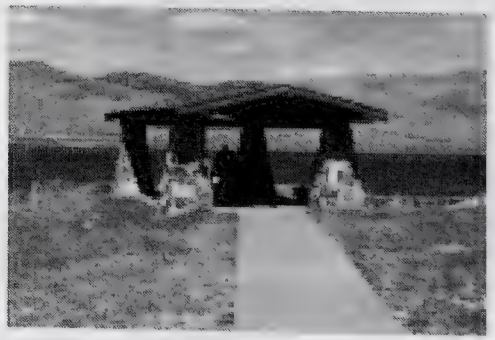
Boulders should only define parking area. Removing boulders that are now present on the hillside enhances the natural open quality without isolating the setting.

From Picnic to View Shelter

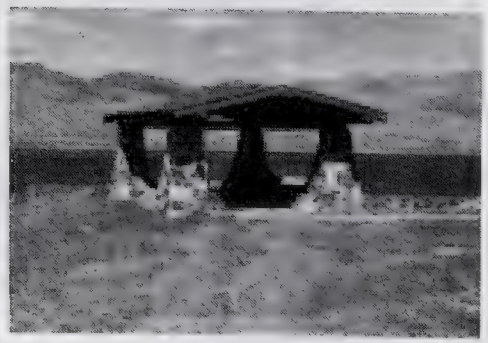








Picnic shelter with picnic table. Sidewalk approaching directly from parking area.



Modified picnic shelter to view shelter by adding structural details and interpretive signs. New sidewalk has less impact on the setting.

Camp Fortunate Monument

PRESENT

PROPOSED

At present the monument placed near the picnic shelter is oddly shaped and serves little purpose. Either remove it entirely and continue the rock wall or reshape it by adding a cap and building up the shoulders with stone. The square recess on the face could contain Shoshone tribal interpretation provided by the tribe.

Camp Fortunate Monument

PRESENT VIEW OF PICNIC SHELTER WITH MONUMENT

PRESENT VIEW FROM SHELTER WITH MONUMENT

PROPOSED VIEW OF PICNIC SHELTER WITHOUT MONUMENT

PROPOSED VIEW FROM SHELTER WITHOUT MONUMENT

INTERPRETIVE SIGNAGE

Sign One:

- •Header: To the Headwaters
- •Title:
- •Text subjects:
  - Major turning point for Expedition
  - The long anticipated meeting with native peoples – this is where the decision to bring Sacajawea paid off
  - From rivers to uplands, from boats to horses – they could not have transported their cargo any further without horses

- Graphics: 3D map of region; Jefferson Valley (including Beaverhead River), Horse Prairie, Bitterroots

Sign Two

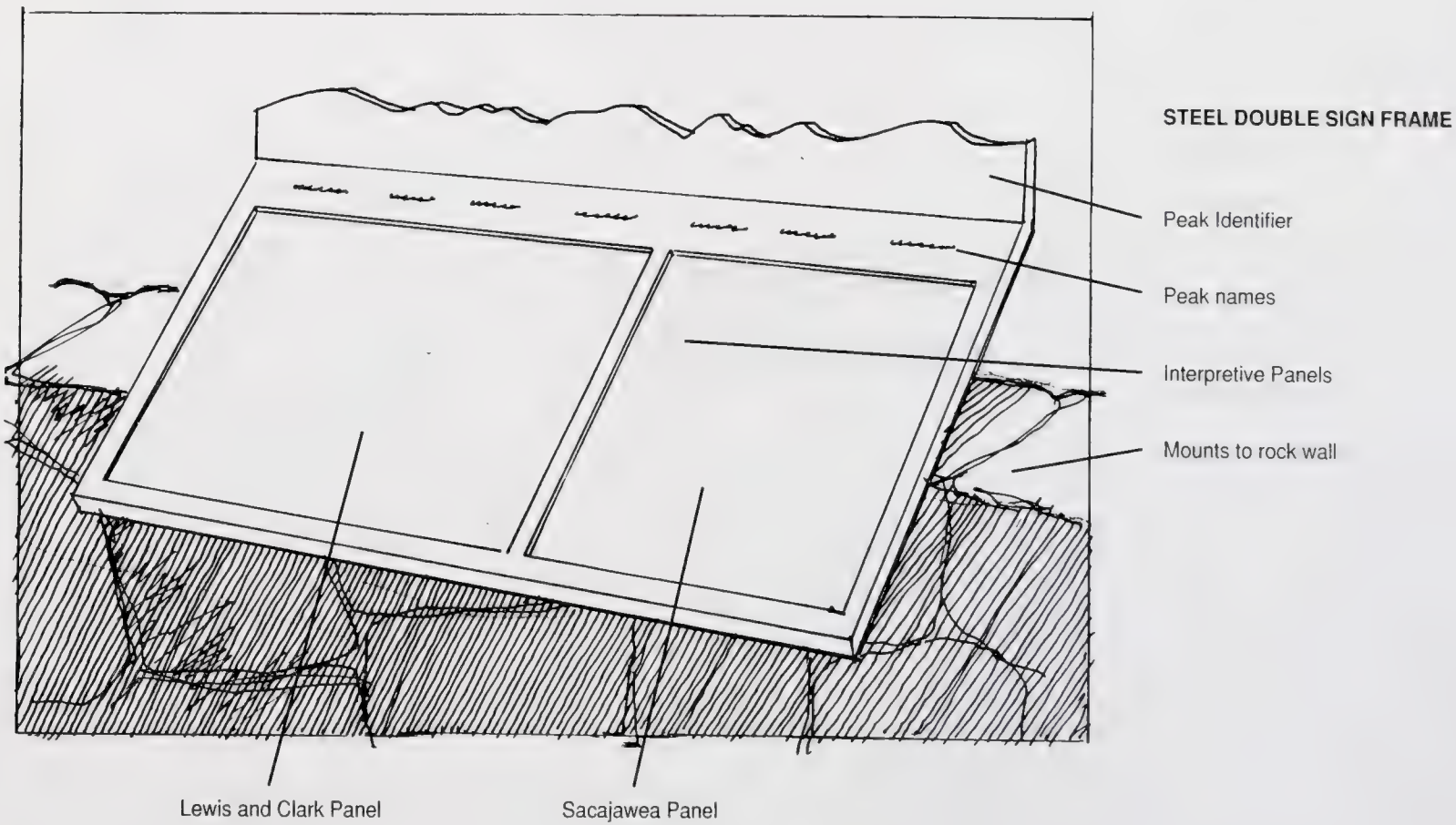
- Title: Sacajawea (Lemhi band spelling)
- Text subject:
  - Story of Sacajawea's name
  - Lifeways of her people
- Graphics:
- Principle display: image of her people dancing around a fire, making rowing motions with their arms, silhouettes of Lewis and Clark sitting in the foreground
- Secondary display: tie in images on rock fence

One sculpted metal frame, incorporated into low rock walling in shelter, encases both signs and includes:

- images in frame which reflect those in rock wall along bluff
- a horizon identifier along top edge of frame

Inside pillars of shelter include sculpture of boat-pulling and backs of horse riders, or canoe and horse.

Interpretive Sign Mount



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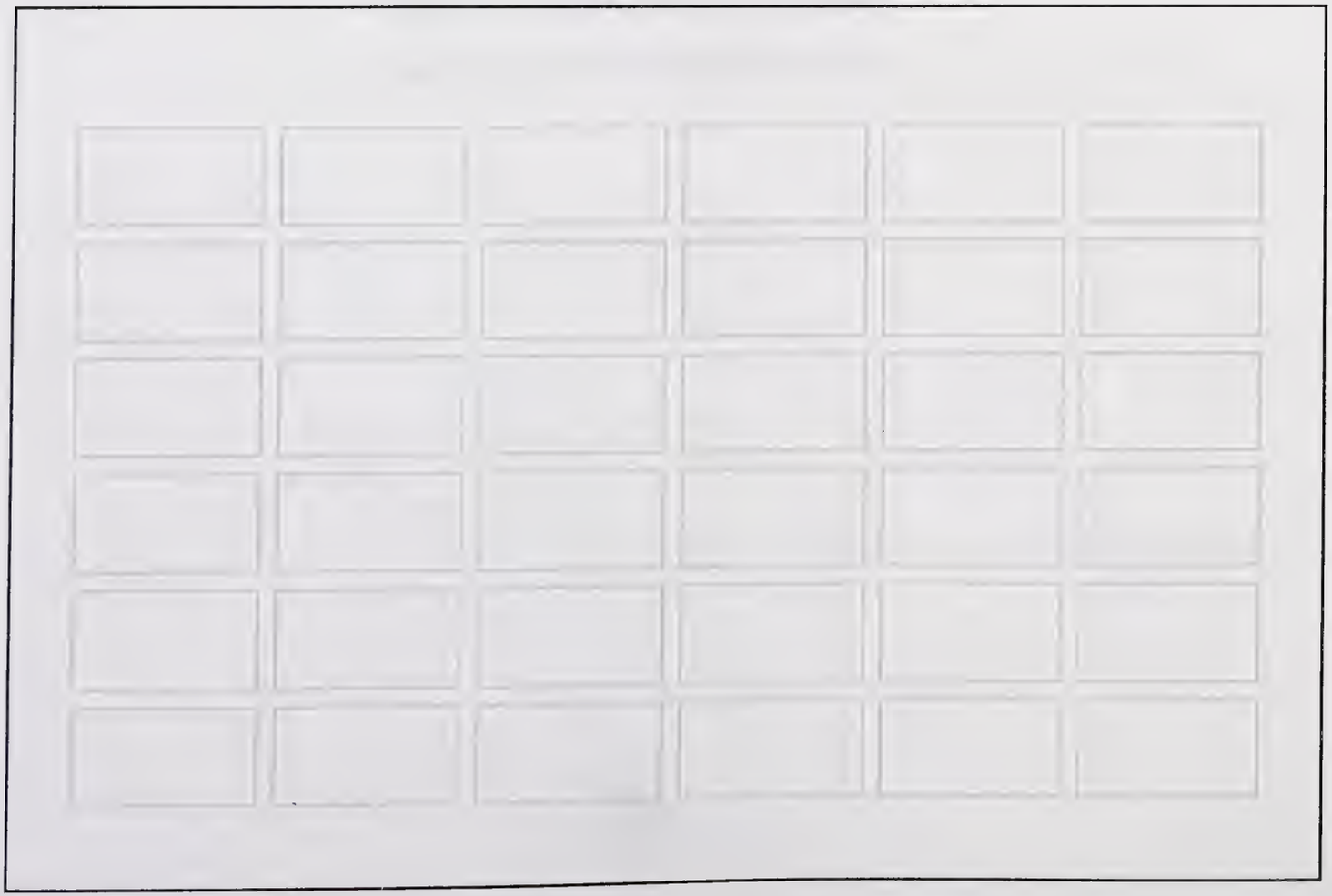
APPENDIX VIII
Template Narrative

Lewis and Clark Interpretive Sign Graphics Template

MONTANA DESIGN GRID:

The grid is helpful to use as an underlaying design aid to help organize text and graphics.
The following dimensions in pica measurements are for a sign 36" x 24" (216 x 144 picas);

- Left & Right Margins: 1-3/16 inch (10p6 picas)
- Top Margin 3-5/16 inches (20 picas)
- Bottom Margin 2-1/8 inches (13 picas)
- Box Dimensions 5 x 2-5/8 inches (30 x 16 picas)
- Space Between Boxes 1/2 inch (3 picas)

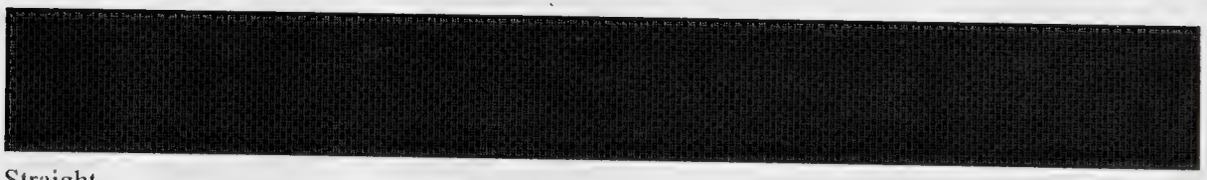


Lewis and Clark Interpretive Sign Graphics Template

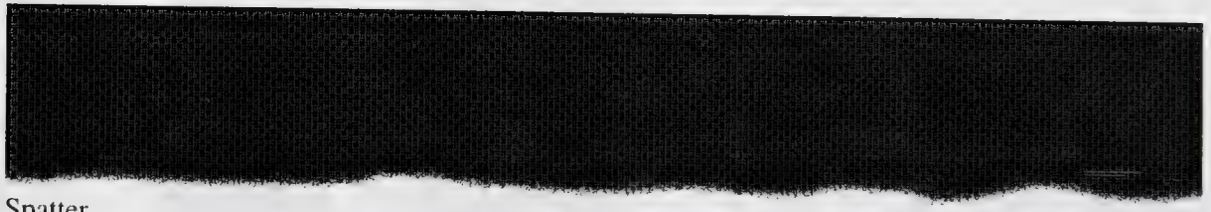
SIGN SIZE: 36“ x 24”

HEADERS:
Straight
Spatter
Torn
Irregular Torn

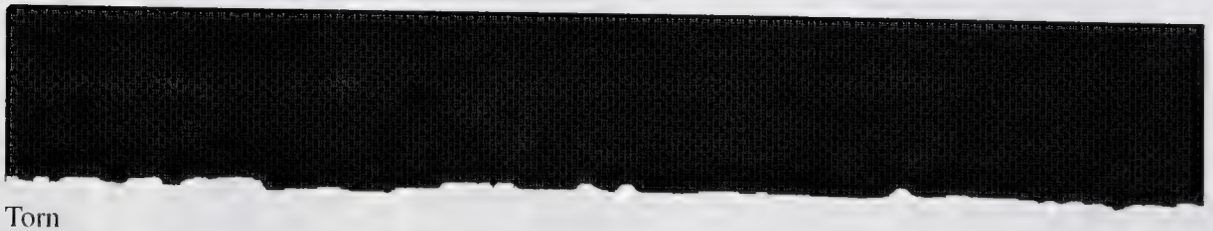
Choose from four separate header styles



Straight



Spatter



Torn

Irregular Torn

Lewis and Clark Interpretive Sign Graphics Template

HEADER COLORS:

Forest Green (PMS 323)
Indigo (PMS 541)
Deep Red (PMS194)

Choose from 3 separate header colors to be used on your choice of headers styles.*

Forest Green (PMS 323)

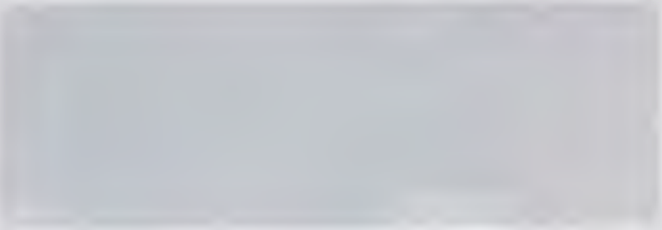
Indigo (PMS 541)

Deep Red
(PMS194)

BACKGROUND COLORS:

Gray (PMS Warm Gray 1)
Parchment (PMS 726)

Choose from 2separate background colors.*



Warm Gray

Parchment

* **Colors presented on this and the following pages are not true PANTONE® MATCHING SYSTEM Colors.**

Consult a PANTONE® Color Selector for true color representation.

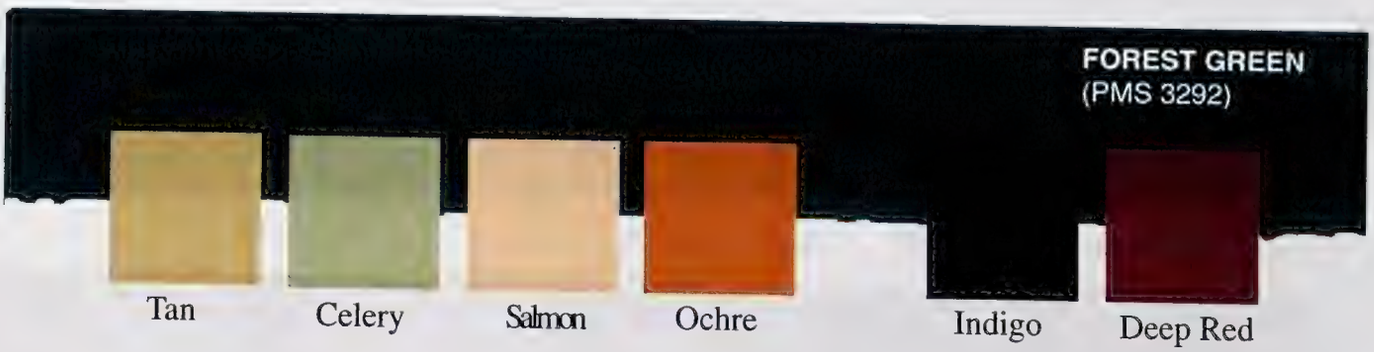
Lewis and Clark Interpretive Sign Graphics Template

SECONDARY COLOR SCHEME:

Tan (PMS 728)
Celery (PMS 452)
Salmon (PMS 473)
Ochre (PMS 145)

Secondary colors used as accent colors on graphics, borders and Regional Theme Identifiers

Choose from four secondary colors or use other header color options not chosen for header color*



* **Colors presented on this and the following pages are not true PANTONE® MATCHING SYSTEM Colors.**

Consult a PANTONE® Color Selector for true color representation.

Lewis and Clark Interpretive Sign Graphics Template

LEWIS & CLARK LOGO:

The Lewis & Clark logo is positioned on the right side of the header centered over but not touching the Regional Theme Identifier. It may be white or tan (PMS 726) and should not exceed 3 inches wide. Leave a small amount of space between it and the Theme Identifier.

To the Headwaters

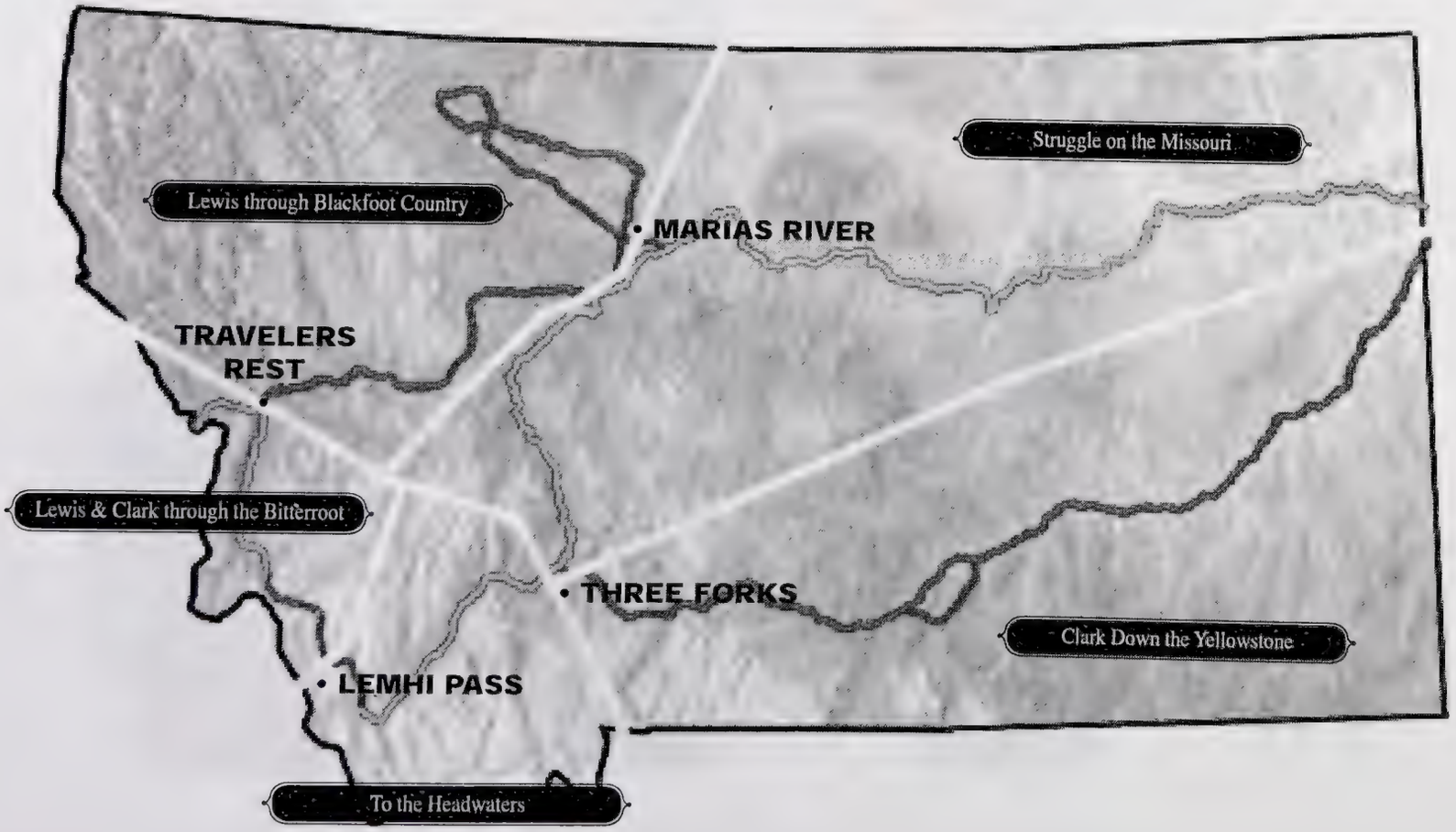
REGIONAL THEME IDENTIFIER PLACEMENT:

Placement of the Identifier should be standard for each interpretive sign panel. The uppermost edge and the right side of the Identifier should fall within the upper right corner of the first grid box. Choose colors for the Identifier from the Secondary Colors provided.

Lewis and Clark Interpretive Sign Graphics Template

LEWIS & CLARK
REGIONAL THEME
IDENTIFIER REGIONS

Lewis and Clark in Montana interpretive panel Regional Theme Identifiers are keyed to specific regions in the state. These major topics of their journey may in certain places overlap according to the specific content of the individual sign panel and their location on the landscape. The map below indicates the general identifier regions corresponding to the Lewis and Clark story.



Lewis and Clark Interpretive Sign Graphics Template

AGENCY LOGO PLACEMENT:

Placement of Agency Logos and Administration Identifiers should be either in the bottom left or right hand corners of the interpretive sign panel.

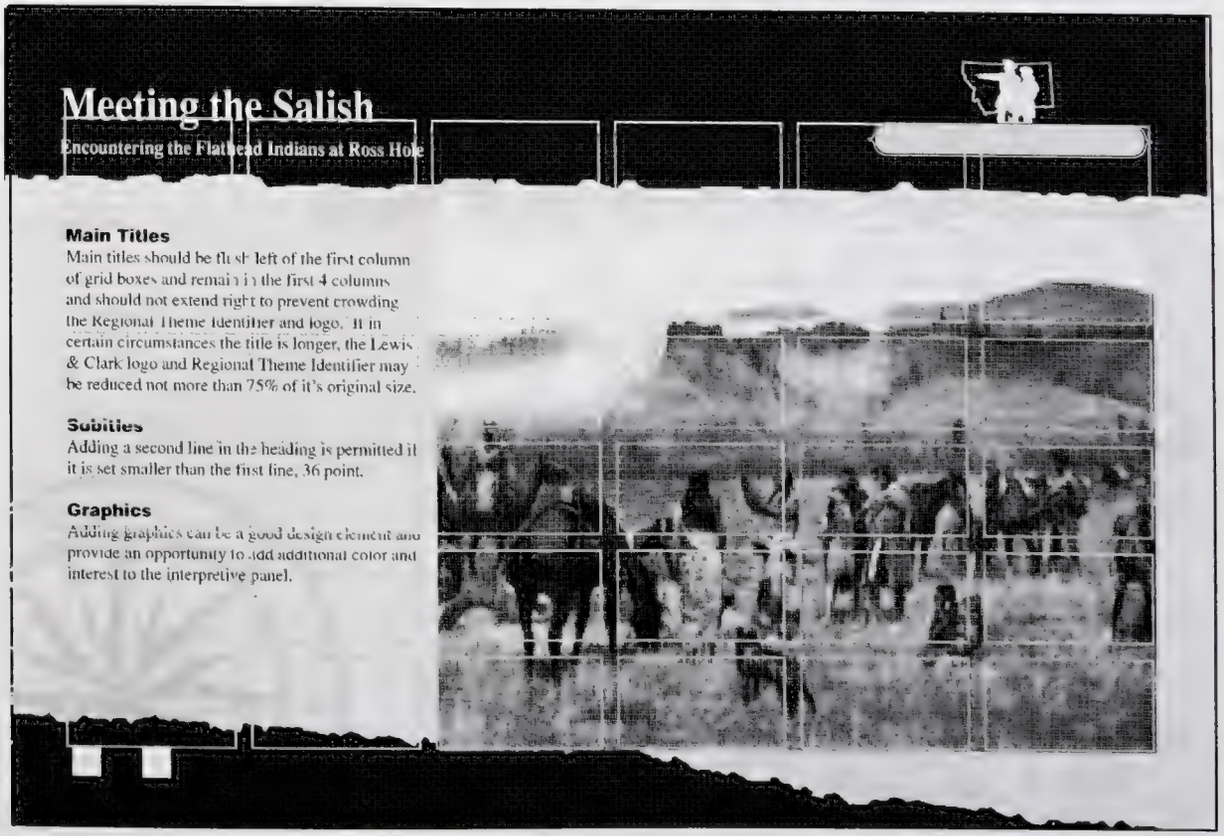
FOOTERS

In some instances, footers may be used to better isolate Agency Logo and Partnership information. It is recommended that footers be the same style and color as the headers. They may extend across the entire bottom of the panel or in the case of Irregular Torn, only partially. Footers should not be placed to extend above the last row of grid boxes.

FONTS:

MAIN TITLE PLACEMENT;

Main titles should be flush left of the first column of grid boxes and remain in the first 4 columns and should not extend right to prevent crowding the Regional Theme Identifier and logo. If in certain circumstances the title is longer, the Lewis & Clark logo and Regional Theme Identifier may be reduced not more than 75% of it's original size. Adding a second line in the heading is permitted if it is set smaller than the first line, 36 point.



Design Grid Layout Example

Lewis and Clark Interpretive Sign Graphics Template

FONTS & SIZES:

Main Title: 96 point

Helvetica, Bold or Black
Times Roman, Bold
Century Schoolbook, Bold
Bookman, Bold
Albertus, Bold (Alternative Font Style)
Galahad, Bold (Alternative Font Style)

Subtitle: 36 point

Helvetica, Bold or Black
Times Roman, Bold
Century Schoolbook, Bold
Bookman, Bold
Albertus, Bold (Alternative Font Style)

Main text: 36 point

Helvetica, Regular,
Times Roman, Regular
Century Schoolbook, Regular
Bookman, Regular
Albertus, Regular (Alternative Font Style)

Secondary Text: 24 point

Helvetica, Regular, Italic or Bold
Times Roman, Regular, Italic or Bold
Century Schoolbook, Regular, Italic or Bold
Bookman, Regular, Italic or Bold
Albertus, Regular, Italic or bold (Alternative Font Style)

Captions: 24 point

Helvetica, Regular or Italic
Times Roman, Regular or Italic
Century Schoolbook, Regular or Italic
Bookman, Regular or Italic
Albertus, Regular or Italic (Alternative Font Style)

Alternative Fonts

We've chosen serif fonts, Albertus and Galahad for our examples of alternative font styles. These fonts offer uniqueness without disrupting the balance of other graphic elements.

Fonts other than the recommended serif fonts, Times, Century Schoolbook and Bookman and san serif Helvetica should be chosen carefully. Alternative fonts chosen for their distinction should also be chosen for their accessibility without distracting from the rest of the design imagery.

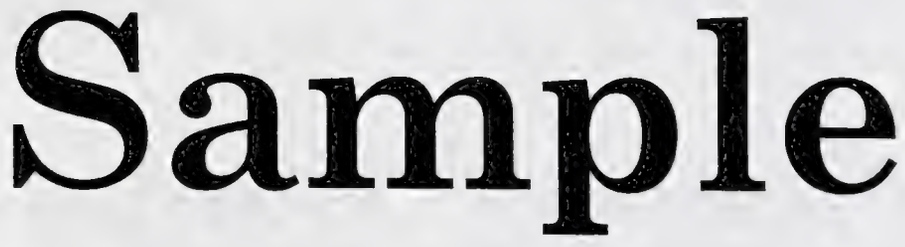
Consult a trained graphic design professional when making type selection other than the recommended fonts listed here.

Main Title
96 point
Bold

Helvetica

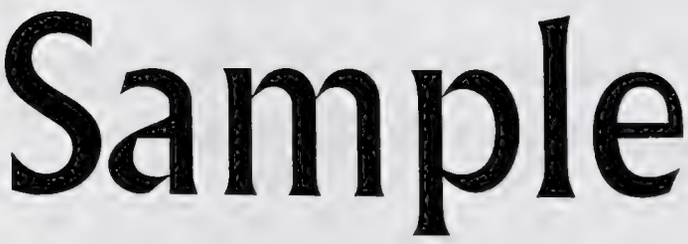
Times

Century
Schoolbook

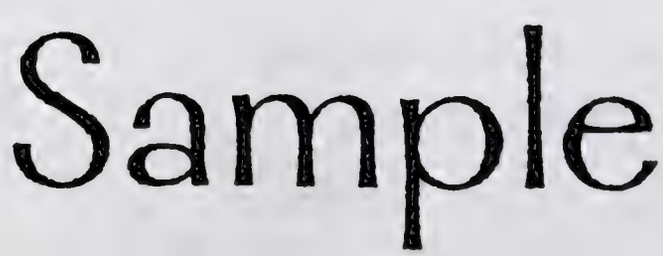


Bookman

Albertus



Galahad



Subtitle & Main Text
36 point
Regular & Bold

Helvetica

Sample Helvetica

Sample Helvetica

Times

Sample Times

Sample Times

Century
Schoolbook

Sample Century

Sample Century

Bookman

Sample Bookman

Sample Bookman

Albertus

Sample Albertus

Sample Albertus

Secondary Text & Captions
24 point
Regular, Italic & Bold

Helvetica

Sample Helvetica
Sample Helvetica
Sample Helvetica

Times

Sample Times
Sample Times
Sample Times

Century Schoolbook

Sample Century
Sample Century
Sample Century

Bookman

Sample Bookman
Sample Bookman
Sample Bookman

Albertus

Sample Albertus
Sample Albertus
Sample Albertus

Lewis and Clark Interpretive Sign Graphics Template

Regional Theme Identifier

Lewis & Clark through the Bitterroot

Struggle on the Missouri

To the Headwaters

Lewis through Blackfoot Country

Clark Down the Yellowstone

Print text the same color as header

Use secondary color choice for graphic

100 %

Lewis and Clark Interpretive Sign Graphics Template

Regional Theme Identifier

Print text the same color as header

Use secondary color choice for graphic

75 %

Lewis and Clark Interpretive Sign Graphics Template

Lewis & Clark in Montana Logo

100%

75%